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WEDNESDAY

MARCH 26, 1925

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HONGKONG SHIPBUILDING.

Launching at Kowloon Dock.

MR. SUTHERLAND ON LOCAL ORDERS.

FULLER TYPHOON WARNINGS WANTED.

There was launched at the Hongkong and Whampoa Dock this morning the s.s. Lien Shing, a new boat for the Indo-China Steam Navigation Company. A large company assembled to see the launching, the ceremony being performed by Mrs. A. B. Stewart. Among those present were H.E. the Governor, H.E. the General Officer Commanding, Sir Paul Chater, Commodore Grace, Mr. H. P. White, Mr. G. T. Edkins, Mr. R. Sutherland, Mr. J. Reid, Mr. J. Scott, Mr. A. B. Stewart, Mr. D. G. M. Bernad, Hon. Mr. C. McI. Messer, Hon. Mr. E. D. C. Wolfe, and many other prominent members of the community including a large number of ladies.

The Lien Shing, of which a full description was given in yesterday's *Telegraph*, was built at 11.45 Mrs. Stewart, with whom was Mr. R. M. Dyer, Chief Manager of the Dock Company, cut the cord connected with the hydraulic ram, and the boat began gradually to slip down the ways. Breaking the customary bottle of champagne on the bows, Mrs. Stewart christened the ship, the assembled company giving three cheers on the fall of Mr. Sutherland. There was the usual crackling firing and siren sounding as the boat took the water, the launching being most successfully carried out.

After the ceremony, the party adjourned to the mooring loft, where various toasts were honoured.

GOOD LUCK TO NEW SHIP.

Mr. H. P. White, in proposing good luck to the Lien Shing, said that the name of the steamer meant "ever-increasing promotion." The ship, the third steamer they had launched for the Indo-China Company within six months and was the seventh within the last eight years. It was very evident that the work of the Dock Company had given satisfaction and he hoped the new steamer would be as successful and remunerative to her owners as the previous vessel which bore the same name. In proposing the toast he coupled with it the name of Mrs. Stewart, who had kindly consented to be the ship's "god-mother," and asked her acceptance of a souvenir of the occasion.

The toast having been honoured, Mr. Stewart replied on behalf of his wife. He said that when in Tientsin in 1910 one of the first ships which he had to do was the old Lien Shing and so the name had many interesting associations for him. He hoped that the boat would not only continuously promote the reputation of the Dock Company but also the fortunes of her owners. (Applause).

MR. SUTHERLAND'S SPEECH.

Mr. Sutherland said: Mr. White, ladies and gentlemen, it is with feelings of great pleasure that I take this opportunity of thanking you for your kind remarks. It was in 1895 that I first went over these premises and it is impossible to explain the changed conditions. Where you will now find established in the new extension the most up-to-date electrical machinery, equal to anything in the world, there was then only to be seen a herd of goats grazing, and I can well remember my feelings of wonder as to what nourishment could be forthcoming from those granite hills, sand, and sea-weed. Times have changed. At the annual meeting of this Company, held quite lately, mention was made of recent expansion and of the important future developments you have in view. Speaking as one, therefore, who has been in constant touch

situation, it is anticipated that with the establishment of the Pratas Station it will be possible to more effectively gauge the direction of typhoons and so minimise the heavy financial loss which hitherto has of necessity been suffered by the Colony, both ashore and afloat. Some years ago, for the sake of curiosity, figures were taken out as to what the suspension of shipping cost this port. The demurrage on vessels alone, to say nothing of smaller craft and suspension of industrial concerns on shore, amounted to over \$100,000 per day; this result was arrived at considerably before the increase of tonnage in these waters, so I leave you to estimate what the total to-day would be.

SHIPBUILDING ORDERS.
I have been asked further to comment upon a matter which has been a somewhat common topic in connection with present-day shipbuilding. An opinion exists in some quarters that owing to the deplorable state of affairs resulting from unemployment at Home, building contracts wherever possible should be placed in the Old Country, in preference to foreign ports or even British Colonies. While this is undoubtedly a most commendable spirit, I venture to state that there is something to be said on the other side. Apart from the fact that there are sometimes difficulties in placing orders at Home, owing perhaps to difference of prices and other matters which need not be referred to, I would remind you that the bulk of the material and fittings of each steamer completed in this port are in the first place manufactured at Home and shipped to the Far East, so that it can be easily seen that the placing of contracts in Hongkong materially benefits industrial concerns of the United Kingdom and simultaneously assists the unemployment question. In this vessel alone, the good ship *Lien Shing*, I am informed that the cost of material ordered from Home amounts to nearly \$40,000. We have in Hongkong a great number of skilled Chinese mechanics. The services of these workers were largely availed of at the time of the war, and they were dispatched in large numbers to India and the Persian Gulf. These men are practically born in the trades they carry on. It is of the utmost importance that every encouragement should be given to improve the knowledge of native artisans, and the finest brains in the world are endeavouring to educate and train unskilled labour to fill a more important part in the world's engineering activities. This can only be done by actual participation in practical shipbuilding, shipping repairs, and other engineering works of a similar nature, and I trust, therefore, that when one hears of contracts for increased tonnage being placed in the Far East, the contracting parties will not be accused of lack of patriotism.

In conclusion, I would say that the associations of the Indo-China with the Dock Co. and more particularly with your able General Manager, Mr. Dyer, have always been and I hope always will be, of the most cordial nature. I would say that he and I at times have not always been able to see eye to eye (possibly on account of the Scotch temperament upon his side) but I have no hesitation in stating that in all matters where business discussions have been carried on, it has always been possible to introduce a spirit of compromise to the mutual benefit of the interests we represent, and with these remarks, ladies and gentlemen, I will ask you to honour the toast of the continued prosperity of the Hongkong and Whampoa Dock Co. (Applause).

MR. DYER'S REPLY.
Mr. R. M. Dyer, on behalf of the Dock Company, expressed thanks for the way in which the toast had been received. Mr. Sutherland, he said, had dealt with the Dock Company very fully. The Company wanted from shipowners a fair field and no favour and he was certain that the work they could turn out would be able to compete with any in any part of the world. (Applause).
The company, having partaken of light refreshments, dispersed.

P. W. D. PROSECUTION.

RIDING FLOORS NOT FAVOURED.

That the Government intends to resume all riding floors and eliminate this feature from all constructions was indicated by Mr. A. E. Wright, of the Public Works Department, in a summons he brought before Mr. C. D. Melbourne, at the Police Court this morning, against the owner of No. 225, Queen's Road West for not complying with an order requiring him to demolish the verandah and front wall of this house.

Mr. Wright stated that the facts were that on the 21st July of last year the Department discovered that the verandah and the front wall of No. 225, Queen's Road West were in a distinctly dangerous condition and it had them shored up by the Government contractor, at the same time that a notice was served on the owner requiring him to repair these defects. A delay of eight or nine months had since ensued, this being partly due to the absence of the owner from the Colony but more particularly on account of negotiations for the resumption of the riding floor of this house. These negotiations had been somewhat protracted, but it was hoped to reach a satisfactory settlement by the process of arbitration. Meantime, Mr. Wright submitted that this had nothing to do with the fact that the building was in a dangerous state. He asked for a nominal fine to be imposed, and an order for the work to be completed within fourteen days.

The solicitor for the defence referred to the correspondence that had been exchanged with the Public Works Department, and thought the prosecution was not pressing for a heavy penalty. Without implying any discredit on the Departments concerned, he thought it looked as if the Crown was attempting to obtain a cheap resumption of the property by bringing this prosecution.

An order was made for the building to be pulled down within three weeks.

CHINA COMMAND.

COL. NICHOLSON'S SUCCESSOR.

Command Orders notify the following appointments:—
Colonel C. Russell-Brown, D.S.O., took over the duties of Chief Engineer, Forces in China, from Colonel C. W. Davy, C.M.G., with effect from the 15th March.
Captain R. D. Bennett, M.C., the Middlesex Regiment, assumed the duties of G.S.O. 3, with effect from 30th March, vice Major R. B. Young, Sherwood Foresters.
Captain J. Macready, D.S.O., the Bedfordshire and Hertfordshire Regiment, assumed the duties of D.A.A. and Q.M.G. China Command, with effect from 22nd March, vice Lt. Colonel W. N. Nicholson, C.M.G., D.S.O., the Suffolk Regiment.

SUNDAY LABOUR.

SHIPS CAPTAIN FINED.

For allowing his steamer, the *Kwong Tung*, to work cargo on Sunday without a permit, Captain Walker was fined \$350 at the Marine Court this morning. He admitted the offence and said that he had obtained permission to unload ginger, but the stevedores, disobeying his orders and those of the owners also, discharged a consignment of salted turnips.

CRICKET.

In a friendly match against the Navy at Kowloon on Saturday at 2.15 p.m. sharp, the K.C.C. 1st XI will be—R. E. Lindsell (Capt.), A. W. Ramsay, R. Pestonji, S. Jex, F. W. Howell, E. Dewhurst, L. A. R. Duncan, A. R. P. Raven, A. O. Brawn, H. Overly and J. Fraser.

A POPULAR RESIDENT.

Mr. D. K. Blair Invalided Home.

ACTIVE CAREER IN THE FAR EAST.

THE GOVERNMENT'S APPRECIATION.



To very many residents of the Colony the announcement made at the annual meeting of the Hongkong General Chamber of Commerce that Mr. D. K. Blair, the Chamber's hardworking Secretary, is shortly going Home on sick leave, was received with the utmost regret. Of late, Mr. Blair has been in very indifferent health, and on medical advice he leaves for Home early next month by the s.s. *Pembroke*, where he will join Mrs. Blair and family, and where, it is hoped, he will thoroughly recuperate. It can certainly be said that his numerous friends hope for him a speedy restoration to health, leading to his return to the Colony which he has served for so long and in so many spheres.

Mr. Blair, who is a native of Irvine, Ayrshire, has resided in Hongkong for more than a quarter of a century, and his duties in connection with the Chamber of Commerce and other institutions have caused him to become one of the best-known members of the community here. He originally came out East in the service of the Eastern Extension Telegraph Company, having served in Shanghai and North China, as well as Hongkong. He was for a time accountant of the Company here, whilst during his service in the North he went through the Boxer Rebellion, helping to maintain telegraph services at Tientsin and the Taku Forts. It is principally because of his close association with the Hongkong General Chamber of Commerce that he is best known locally and throughout the East. After leaving the telegraph service, he joined Messrs. Lowe, Bingham and Matthews and the Chamber of Commerce, of which latter body he is now Secretary. His work with the Chamber has always been marked with that thoroughness and painstaking care which is characteristic of the man, and it is no mere platitude to say that he will be greatly missed by the commercial men of the Colony, at whose service he has ever been ready to place his abilities. Mr. Blair has also been identified with the Association of Exporters and Dealers of Hongkong since its inception, and is at present Secretary of that organisation.

In his capacity as Secretary of the Chamber of Commerce and in other ways also, Mr. Blair has on numerous occasions rendered valued and much appreciated service to the Government. In the connection may be mentioned the excellent work which he did as Secretary of the Advisory Committee during the Seamen's Strike, for which he has received the thanks of the Government, the utmost regret of late, Mr. Blair has been in very indifferent health, and on medical advice he leaves for Home early next month by the s.s. *Pembroke*, where he will join Mrs. Blair and family, and where, it is hoped, he will thoroughly recuperate. It can certainly be said that his numerous friends hope for him a speedy restoration to health, leading to his return to the Colony which he has served for so long and in so many spheres.

THE WORLD FLIGHT.

BRITISH AVIATORS START.

Message from the King.

London, March 25.
Squadron Leader MacLaren and his companions for the world flight left Calshot at noon on their flying boat *Vulture*.

A large crowd witnessed the start.

H. M. the King telegraphed, wishing the three aviators success.

Mrs. MacLaren and her two children bade farewell to her husband, Lord Thomson, saying farewell to the aviators, declared that they were all proud of them, and knew that only superhuman obstacles could prevent their success.

Loud cheers greeted the start of the fliers, who it is thought may meet the American world fliers somewhere in the region of Tokyo.

It seems very unlikely to us that the meeting will be as far east as Tokyo.

Later.
Squadron Leader A. S. C. MacLaren, who started on the world flight in his flying boat *Vulture*, was compelled to descend during the first lap owing to fog near Havre.

TO-DAY.

Closing Exchange 2s. 4 3/16.
Barometer 2 p.m. 29.97
Temperature 2 p.m. 63
Humidity 2 p.m. 59
Lighting Up-Time 6.37 p.m.

Society, which appreciation will be shown in some concrete form.

Mr. Blair has, during his lengthy residence here, taken the keenest interest in yachting, and he, together with Mr. Frank Smyth, will long be remembered as being prominently associated with the progress of the Royal Hongkong Yacht Club. For many years, Mr. Blair was Sailing Secretary, and he did splendid work in connection with the Club's annual regattas. He has put in a tremendous amount of hard work as an official of the "Royals," and it was in recognition of this that he was made Vice-Commodore, and, later, Commodore, which position he still holds. Tonight, Mr. Blair will, at the Hongkong Club, be the recipient of a handsome solid silver cigar and cigarette box, the gift of prominent members of the Yacht Club, whose signatures will be inscribed on this beautiful present.

Yet another sphere in which Mr. Blair has worked hard and well is in connection with Freemasonry. For many years he has been a Past Master of the Eastern Scottish Lodge, of which he has long been the mainstay, and at present he holds the rank of Worshipful Senior Warden of the Grand Lodge of Scotland for Hongkong and South China. In appreciation of his labours as a Mason, Mr. Blair is being made the recipient of a silver mallet and trowel from the Scottish Lodge.

In closing this sketch of Mr. Blair's manifold activities in Hongkong mention must be made of the fact that during the war he raised and had charge of the Signalling Section of the Volunteer Corps here, during which time he trained many residents in the art of telegraphic signalling. He remained with this Section until it was disbanded. In many other ways also, Mr. Blair has given of his time and energy for the benefit of the Colony, and his ill-health can be traced directly to the hard work and unsparring effort which he has displayed in all that he has undertaken. All who have pleasure in knowing him will join with us in the wish that he may find renewed health in the Old Country and later return to the scene of his arduous labours.

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BAHAMA
- 48 STEPPIN' OUT
UNFORTUNATE BLUES
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IN LOVE WITH YOU
- 40 BETTER KEEP BABYING BABY
A CROSS-EYED PAPA
- 46 BEAUTIFUL HEAVEN WALTZ
THE OPPOSITE SWORD

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EARLIER TELEGRAMS.

THE SINGAPORE BASE.

London, March 25.

Correspondence published from Gen. Smuts expressing a whole-hearted agreement with the government's policy declares that the proposed base would be out of keeping with the spirit of the Washington Agreement. He sincerely trusts that Mr. Bruce and Mr. Massey will acquiesce, because no promise of real security is contained for them in Singapore, for European troubles may probably synchronise with any future tension in the Pacific, and make it out of the question to move the Navy to Singapore.—*Reuter.*

Viscount Jellicoe regrets exceedingly the government's decision, and points out that foremost Naval authorities stated that a modern fleet would be unable to operate without a properly equipped base; and that for the protection of the portions of the Empire situated in the Pacific and Indian oceans there is no place so suitable as Singapore.

The matter intensely concerns Australia, India, New Zealand, and a number of Crown colonies who are looking to the present British government to remember that every citizen in every country of the Empire is entitled to protection from the possibility of attack by a foreign foe.

Singapore is intended for defensive purposes, and is no more a threat to Japan than Gibraltar is to the United States. New Zealanders hoped that the lesson of the sufferings of the Navy and Mercantile Marine in the Pacific during wartime would not be so quickly forgotten.

The very existence of the Empire depends on the Navy, and an eminent authority had declared that unless some base like Singapore were established, it would be absolutely impossible for the majority of the Empire capital ships to operate east of Suez.—*Reuter.*

GREECE TO BE A REPUBLIC.

Athens, March 25.

Negotiations with the Royalists proving unfruitful, the Government presented a motion to the Assembly, proclaiming the abolition of the dynasty, and banishment of members of the Royal family, also compulsory sale of their property.

The establishment of a republic was confirmed by the plebiscite, and the Assembly voted confidence in the Government by 259 to 3, amid great enthusiasm.

The adoption of the motion is indicated. To-day the supporters of the dynasty were absent from the sitting.—*Reuter.*

Later.

The Assembly has passed a resolution in favour of the overthrow of the dynasty, and the establishment of a Republic.—*Reuter.*

INTERNATIONAL CHESS.

New York, March 25.

By winning his game from Janowski, and drawing the game with Edward Lasker, Doctor Lasker tied with Bogoljubow and Alekhine. Each have won 3½ games, and lost 1½.

The game with Edward Lasker was a classic struggle, and lasted twelve hours, involving 103 moves. It was the longest game in the Tournament, and filled with complications.—*Reuter's American Service.*

CONSTANTINOPLE POLITICS.

Constantinople, March 25.

A serious situation has arisen, owing to the Assembly, after stormy scenes, rejecting the article in the new constitution, empowering the President to dissolve the Assembly.—*Reuter.*

GERMAN TRAIN DISASTER.

Metz, March 25.

The signalman at Bendorf has been arrested. It is alleged that he fell asleep after the goods train passed, without altering the signals, and woke up after the accident.—*Reuter.*

THE DUBLIN MUTINEERS.

Dublin, March 25.

It is announced that McGrath has handed to O'Duffy the arms and equipment, which the mutineers took from Gormanstown and Dalmonnel.

It is expected that the remaining arms will be restored in twenty-four hours.—*Reuter.*

YAUMATI GOVERNMENT SCHOOL.

ANNUAL ATHLETIC SPORTS.

The eighth annual athletic meeting of the Yaumati Government School took place on the School's recreation ground, King's Park, yesterday, providing good sport not only to the pupils of the leading Yaumati educational centre but also many boys from other institutions maintained by the Government. Students of the Taipo and Wansai School and other places were afforded an opportunity to demonstrate their athletic prowess, and that they turned the invitation to good account was shown by the fact that Wansai School won the Invitation team race. A record was established this year in respect of the High Jump, in which event the winner cleared a height of four feet eleven inches.

At the conclusion of the sports Mr. E. J. Edwards, the Headmaster, remarked that they had had a successful meeting and congratulated the masters responsible for the arrangements. He thanked the prize donors.

The prizes were distributed by Mr. G. N. Orme, the Director of Education, who was accorded three hearty cheers by the boys after the function.

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MEDICAL OFFICER LEAVING.

ASSISTANT EMPLOYED ON OTHER WORK.

During a discussion at a meeting of the Sanitary Board yesterday afternoon, Dr. W. W. Pearce, the Medical Officer of Health, threw out a hint that he would be leaving the Colony for good in the near future. The meeting was presided over by Mr. N. L. Smith, and there were also present Dr. W. V. M. Koch, Messrs. C. G. Alabaster, S. W. Tso, L. L. Wong, Kwong-tin, Dr. W. W. Pearce, Medical Officer, and Mr. J. A. Fraser (Secretary).

Assistant Medical Officer. In accordance with notice given, Mr. Tso asked:

"Whether Dr. Severn who was recently appointed Assistant Medical Officer of Health has arrived at the Colony, and, if so, whether he will take up his duties as such Assistant Medical Officer of Health at once."

The Chairman stated that a reply had been received from the Colonial Secretary to the effect that Dr. Severn had arrived in the Colony, but the exigencies of the service did not permit of his taking up duties as assistant Medical Officer of Health at present.

Mr. Tso mentioned that the work of the Department was increasing, and that it would take some little time for the assistant Medical Officer of Health to become fully acquainted with his duties. His services were most urgently required by that Department, and he thought he ought to be released as soon as possible for the work for which he was appointed. It ought not to be difficult for the Government to get another man to do the work upon which Dr. Severn was now engaged.

The Chairman: Do you wish to move a resolution?

Mr. Tso: No.

The Chairman: I think I can safely say the Government will let

us have the assistant Medical Officer of Health as soon as possible.

The Medical Officer of Health said the work of an assistant Medical Officer of Health in Hongkong was very specialised and it would take several months before a new man could make himself thoroughly acquainted with the mode of procedure and really do much practical work. "Time is going on, and I do not suppose I shall be here very much longer," the Medical Officer added, "and therefore the sooner we get a man to make himself familiar with the work the better for the Colony."

Another Objection.

The Chairman reported that a further objection had been received to the proposed flush urinal at the junction of Kimberley Road and Austin Avenue. The objection was received after the statutory time, but he thought the Board might stretch a point and take notice of it. It was not quite clear whether the signatories themselves had got hold of the right spot. The had not induced any fresh arguments which would justify the Board in altering their previous decision.

After some little discussion, the Board reaffirmed their previous resolution in favour of the proposed convenience.

Offensive Trade.

The Board decided to refuse an application for an offensive trade license at Kowloon Tong.

Alleged Nuisance.

Dr. Koch enquired whether the Sanitary Board had any jurisdiction over that part of Jubilee Road where there had recently been erected a number of European residences. Refuse was being dumped over the hillside and the practice was most objectionable and should be stopped. Some time ago he brought forward a motion urging that the Sanitary Board should assume jurisdiction over certain districts, but it was turned down.

The Medical Officer said he should be glad to be furnished with further details. There was no doubt

HONGKONG'S TYPHOONS.

QUESTIONS IN PARLIAMENT.

In the House of Commons last month, Mr. J. H. Thomas, replying to a question relating to the loss of the steamer Loong Sang during a typhoon at Hongkong, said that a letter on the subject had been received from the Imperial Merchant Service Guild in October last, and had been referred to the Governor for his report. The gist of the report was as follows:

The organisation of life-saving measures in Hongkong Harbour has received careful consideration on several occasions. The provision of rocket and motor life-saving apparatus, it was decided, would not serve a useful purpose. Proposals for the provision of a high-powered lifeboat have also been considered on former occasions, and have been rejected. An arrangement was made with the Naval authorities for two naval tugs to be made available to assist to tow native craft to shelter. The Government of Hongkong is giving further consideration to the question of the use of tugs for the purpose of saving life during a typhoon and proposes to build a powerful rescue tug, which will replace the present lighthouse tender "Stanley" and perform the usual lighthouse duties and harbour work required, and be available for rescue work after the height of a typhoon has passed.

that the Sanitary Board had jurisdiction over every square inch of the Island. The houses to which Dr. Koch had referred were apparently outside the city, and there was no Inspector whose duty it was to make an inspection. If he was given further details he would see to it that a special inspection was made.

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TAI LEE PIRACY.

CONCLUDING EVIDENCE.

The evidence of a pilot, a quarter-master and a carpenter respectively, were taken yesterday at the resumption of the enquiry into the circumstances surrounding the death of Captain Willox on the occasion of the Tai Lee piracy. Mr. R. E. Lindsell sat as Coroner, and on the bench with him was Lieut. R. R. Beauchamp. The jury, under the foremanship of Mr. Hancock, was as formerly, Mr. F. A. Perry, and Mr. Silva-Netto. In place of Mr. G. K. Hall Brutton, who is on the sick list, Mr. H. B. Hind appeared on behalf of the China Coast Officers Guild and the Marine Engineers Guild of China. Mr. C. G. Perdue was present in the capacity of Asst. Inspector of Criminal Investigation for the Police. When the Court opened, Mr. Perdue handed to the Coroner a letter which had been received from the doctor who attended Captain Willox at Kowloon. This letter, which was read to the jury, stated that Captain Willox was not in a fit condition to make any statement, and had signified his consent to the suggested operation by nodding his head.

Chan Ng, number one pilot of the Tai Lee for more than three years, was then called and stated that he had relieved number two pilot on the night in question, before the ship got under way at Kowloon. After the anchor was raised the Captain left the bridge, leaving the witness in charge. Cheung Sui, a quarter-master, was at the wheel inside the wheelhouse. Witness saw a man standing inside the dodger on the starboard side of the bridge, when suddenly three men climbed to the upper deck, from the second deck in front of the bridge.

The Chief Officer.

Coroner.—Had any European received the Captain by then?

Witness.—Yes, the Chief Officer.

Coroner.—Was he there when the men climbed up?

Witness.—Yes, he was on the side.

Coroner.—What happened then?

Witness.—Two of the three men pointed firearms at me, and the third one went to the port dodger. Then I heard shots fired.

Coroner.—What was the Chief Officer doing?

Witness.—When shots were fired the Chief Officer had disappeared.

Continuing, he said the strangers, none of whom he recognised, called him by name, and told him to keep a lookout ahead, and that he was to slow down and stop when directed to do so by one of their number. He was told to take the ship to Tsamain, and this he did, passing the necessary orders to the Quartermaster for alterations of course, during which time he was watched by the two pirates who were on the bridge. He neither saw, nor heard the boatswain on the bridge that night. The pirates knew Tsamain, and gave the necessary orders for slowing and stopping and dropping anchor. They then lowered boats, having already told witness that when he heard a whistle, he was to up anchor and proceed, and there would be no more firing. Shortly after seeing the boats leave the ship, he heard the whistle blow and immediately got the ship under way.

Coroner.—On your own responsibility.

Witness.—Yes.

Coroner.—Why did you do that?

Witness.—I had to get under way when the whistle was blown.

Coroner.—You mean you wanted to get away as quickly as possible?

Witness.—Yes, to get medical attention for the Captain. Questioned further, witness explained that he only knew the Captain was hurt because he heard groans, and that after the ship had got under way he found Captain Willox badly wounded, and at the Captain's request had fetched a blanket and a hat. The Captain had said nothing else, and during the whole of this time witness was without knowledge of the Chief Officer's movements.

The Whistle.

It was ascertained that witness had seen neither the Chief Engineer nor the boatswain during the whole night's proceedings until after the pirates had cleared off.

Mr. Hind, through the Coroner, endeavoured to establish a link between the boatswain and the

whistle which had been used, but when witness was asked if it had a distinctive sound, he replied that it made the sound that it usually made, and added that not only the boatswain but he and his fellow pilot also carried one.

The Comptroller, a witness at an earlier stage of the enquiry, was recalled to answer jury questions as to the first class passengers carried on the night of the piracy. It turned out that only three Chinese were carried in the first class on that night, the one a Brigade Commander of the Cantonese Army, and the other two being his staff officers. None of them were missing when the ship reached Kowloon.

Cheung Sui, the next witness, had been a quarter-master for six years in the Tai Lee, and took over the wheel at midnight when the ship was at Kowloon. When the ship was under way, he said, the Captain handed over charge to the pilot and left the bridge. Witness continued at his post and the pilot walked to and fro in front of the wheelhouse. A little later somebody opened the starboard door of the wheelhouse, when he heard, and saw the boatswain order the Chief Officer to come in.

Coroner.—What exactly did the boatswain say?

Witness.—"You go in."

Coroner.—On this occasion you say the boatswain spoke in Chinese?

Witness.—Yes.

Coroner.—What did the Chief Officer do?

Witness.—He came in and sat down on a stool.

Witness agreed that it was extraordinary for the boatswain to be ordering an officer about, but up till then nothing peculiar had happened. After this however, he saw three or four men climb up on to the bridge in front, and a little later he saw the Chief Engineer brought up. He could not see if any of the men were armed, and could not remember distinctly about any firing that may have taken place. He thought there was some firing after the Chief Engineer came up, first on the starboard side and then on the port. Nobody came into the wheelhouse, but he received orders to steer the usual course, through the windows. The pilot gave him steering instruction.

Coroner.—Did you see or hear the boatswain on the bridge?

Witness.—After firing ceased I heard the boatswain call out not to let people run about, and if they did they were to be fired at.

Carpenter's Evidence.

Chan Chung was called next, he being a carpenter who had been on board the Tai Lee for the past two years. He described how he worked the steam capstan for getting the anchor up, and then proceeded to his quarters leaving the boatswain at his job of finally securing it. The Indian guard shortly after reaching the grill, and shortly after reaching his cabin the boatswain came in with two men he did not know. The boatswain also lived in this cabin, and in addition, the assistant carpenter and sometimes the cook. With his two friends the boatswain smoked opium and then all three left. Hearing shots soon after, the carpenter hastened to secure the cabin door, but as he was doing so, a member of the crew, Pang Hui, shouted from outside, telling him to keep the door shut or he would be shot. He did not see the boatswain until he came to tell him to let go anchor under the escort of an armed pirate. These orders he obeyed.

The Coroner, referring to the evidence of the Indian guard, said it had been stated that the boatswain had passed through the grill before the carpenter, but witness was certain this was not the case. There had been no firing until he had been in his cabin for about five minutes. During the night he was told to hand out the key of the bathroom in which the guards were shut. It was the boatswain who asked for the key but witness did not see him. He had a duplicate key of the bathroom that was by means of this that his younger brother released the guards in the morning. Questions relating to the whistle were again asked, when it was elicited that signals between the captain and the locale were made by it when the anchor

CHINA COAST OFFICERS.

LATEST CHANGES.

Mr. W. J. Larier, chief officer, Shuntien, is on leave.

Mr. R. Harpur, chief officer, Hupeh, has gone chief officer, Shuntien.

Mr. R. J. Nann, chief officer, Poyang, has gone chief officer, Hupeh.

Mr. R. S. Loughnan, from reserve, has gone chief officer, Poyang.

Mr. W. Shaw, chief officer, Lushow, is on leave.

Mr. J. Byrnes, from reserve, has gone chief officer, Lushow.

Mr. W. A. Clelland, third engineer, Kansu, is on reserve.

Mr. R. K. Barna, second engineer, Shuntien, is on reserve.

Mr. G. Paxton, from reserve, has gone second engineer, Shuntien.

Mr. W. J. Helcher, from reserve, has gone third engineer, Tungchow.

Mr. E. R. McDiarmid, third engineer, Tungchow, is on leave.

Mr. A. N. McDonald, second engineer, Sanning, is on leave.

Mr. T. Wilkinson, from reserve, has gone second officer, Luenbo.

Captain C. E. Webb, from reserve, has gone master, Chungyang.

Captain C. More, of the Chungyang, is on reserve.

Mr. A. S. Fraser, from leave, has gone third engineer, Kingyang.

Mr. G. Porterfield, third engineer, Kingyang, is on reserve.

Mr. J. H. Lee, supply third engineer, Fausang, is on reserve.

Mr. W. H. Budden, chief officer, Englestan, has gone acting master, Nairang.

Captain I. Chalmers, of the Nairang, is on leave.

Mr. C. P. Betuel, second officer, Nairang, has gone second officer, Englestan.

Mr. J. Oway, second officer, Englestan, has gone chief officer, same ship.

Mr. M. L. Jenkins, third officer, Englestan, is on reserve.

Mr. J. McDonald, second officer, Arabestan, has gone second officer, Halvard.

Mr. W. H. Finch, second officer, Halvard, is on reserve.

Mr. A. McIntosh, from reserve, has gone chief officer, Halvard.

Mr. C. T. Everingham, chief officer, Halvard, is on reserve.

Mr. G. W. Carpendale, second officer, Telemachus, is on reserve.

Mr. D. Morgan, from leave, has gone chief officer, Paul Beau.

Captain W. R. Richardson, from reserve, has gone master, Kwong Fook Cheung.

Captain T. L. Brown, of the Kwong Fook Cheung, is on reserve.

Mr. R. Kendall, chief officer, Kwong Fook Cheung, has gone third officer, Halching.

Captain H. C. Kiddle, of the Yue Ying Wa, has gone master, Phranang.

Capt. C. Masson, of the Phranang, has gone master, Yue Ying Wa.—Shipping and Engineering.

BILLIARDS.

COLONY CHAMPIONSHIP.

In the second game of the first round of the Championship, which was played last night, Mr. R. Luz defeated Mr. Ho Shai-cheong by 800 points to 575. The game was scarcely of championship class, Mr. Cheong scoring the best break of the night with a well-compiled 62.

Mr. Luz's best breaks were, 53, 44, 33, 37, and 30 (twice). Mr. Cheong made 62, 32, 25, and 21.

was being hoisted, as the telegraph for this purpose had broken down.

Coroner's Remarks.

The Coroner then addressed the jury on the necessity of calling other witnesses. It seemed that the rest of the evidence was merely corroborative and would throw no new light on the matter, therefore, he would ask them if further evidence was desired. Mr. Hancock (Foreman) replied that he and his fellow jurors were perfectly satisfied, and Mr. Perdue, with Mr. Hind, desiring nothing further the Coroner adjourned the enquiry until Friday 28th at 2.15 p.m. when he would sum up. There would be ample time on this day, should Mr. Brutton or Mr. Hind wish to address the jury, and also for deliberation as to the findings, not as to the cause of death, but for any riders that they might care to add.

M. Y. SAN & CO., LTD.



Manufacturers

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Preserved

Ginger



HEAD OFFICE: Nos. 92 to 100, Queen's Rd. C.
FACTORY: Canton Road, Kowloon
BRANCHES AT: Manila, Singapore, Shanghai, Canton, China

CANTON ANNOUNCEMENT

We beg to announce to the Public of Canton that the firm of—

J. T. SHAW

TAILORS AND OUTFITTERS

have opened a branch at

VICTORIA HOTEL BUILDING, SHAMEEN.



Your Children's Clothes

LUX

will make light work of keeping the children nicely dressed. Linens, lawns, organdies and batistes can be made to last just as long as the dark, ugly gingham.

It is so easy to wash the children's clothes in LUX. The thin, white, silky Lux Sakers, specially made by our own exclusive process readily dissolve into a rich bubbling lather, as harmless to fine fabrics as pure water itself. Just squeeze the creamy suds through and through the little garments, rinse, squeeze out surplus water, and hang to dry. Do not wring or rub.

Lux stands supreme for washing fine clothes. It is sold only in sealed packets—dust-proof!

AGENTS:—

The China Soap Co., Ltd.,
Shanghai, Hongkong, Tientsin
Hankow, Tsingtau, Moukden

MORISON PIANOS.

Specially built for this Climate,
Cash or easy payments.

TSANG FOOK PIANO CO.,

Telephone 2127.

34a, Wanchai Road.

NOTICE OF REMOVAL.

We beg to notify the Public of our removal on the 1st April, 1924, into New Premises situated in the Asiatic Petroleum Company's Building, 26, Queen's Road Central.

THE PHARMACY

(FLETCHER & CO., LTD.)

2, Queen's Road Central.

TEL. 345.

TEL. 345.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

Tel. No. C.1993.

119, Tervois Street.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }

State if Box No. is required

TO BE LET.

TO LET. Large Ground Floor Office, Central Location. Particularly suitable for Banking business. Apply Box 1091 c/o "Hongkong Telegraph."

TO LET. Single and Double rooms with board. Apply 4 The Albany.

PRIVATE HOTEL. — 1 Victoria Garden, Kowloon 1 minute from ferry. Next door new hotel. Terms from \$4 per day full board. Special rates for families. Tel. K.357.

TO LET. — 5 roomed house on Peak furnished, rent moderate immediate possession. Letter to Box No. 1092, c/o "Hongkong Telegraph."

TO LET FOR 6 MONTHS. — Peak residence — 333 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET. — 5 roomed house No. 5, Peace Avenue, Hemuntin. Apply within or Box 1087, c/o "Hongkong Telegraph."

TO LET. — 7 houses in Gordon Road, Causeway Bay, near waterfront, good locality, suitable for godowns and factories, nicely built with reinforced concrete, upper flats suitable for dwelling purposes with water-meters. Apply No. 2 Gordon Road, Causeway Bay or Tel. C.3721. Cheong Hing Contractor Company.

HOUSES. — Sale & rent. 19 Roomed, new reinforced concrete floor & roomed also, both Caine Road direction. Two houses also in Shenzhui, one Homuntin, one Peak. Tel. C. 4306. Hongkong Small Investors' Share & Real Estate Co.

BUNGALOW. — Furnished, at Pokfulam, and MATSHED at Repulse Bay, to let for 6 months from April. Situated 4 miles from town on a beautiful site overlooking the ocean. 5 Rooms, 2 Bathrooms, Hot Water System, Electric Light, Flush Lavatories, Garage for 2 Cars, Tennis Court and commodious servants' quarters. Rent \$350 per month. Apply G. H. Wilson, care of Robertson, Wilson & Co., Ltd., Tel. 1746.

FOR SALE.

FOR SALE. — One Allison "Gandette" Piano, and one "Roamer" 7 Seater touring car with alternative winter sedan top. Particulars from G. T. Edkins, 350 Peak, or A. E. Farrell, c/o Butterfield & Swire.

HONGKONG HOTEL

Special Reduced Summer Rates.

THE MANAGEMENT OF THE
HONGKONG & SHANGHAI HOTELS, LTD.

announce that
Commencing April 15th, until October 15th,
Special Summer Rates

will come into force as under—

SINGLE ROOM inclusive of meals from.....	\$150.00 per month.
DOUBLE ROOM for 2 persons, inclusive of meals, from.....	\$275.00 per month.
DOUBLE ROOM with private bath, for 2 persons, inclusive of meals, from.....	\$400.00 per month.

RAGS TO RICHES

FOR SALE.

FOR SALE. — "Bangour", 192 Mount Kelle. Four-roomed Bungalow with Hall. Recently reconstructed and entirely modernised. Site area 37500 sq. ft. Possession 1st April 1924. For permits to inspect apply in writing to A. R. Lowe, Special Manager, Reiss Brothers Ltd. (In Liquidation).

HONGKONG JOCKEY CLUB.

EXTRA RACE MEETINGS 1924

MEMBERS Season Tickets are now ready and may be obtained by those Members who have not already received them from Messrs. Linstead & Davis, Alexandra Buildings.

C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

THE First Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday 29th March 1924 commencing at 3 p.m.

The charge for admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season Tickets to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 or more members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.—each up to Friday, March 28th. The Stewards invite the ladies of Hongkong to be present.

NOTICE.

WE beg to give notice that K. E. Tsao has severed his connection with our firm as from March 26th, 1924. The Power of Attorney held by him has been revoked and Mr. Tsao has no authority to enter into dealing of any kind in our name or behalf from the above date and Mr. Tinsung Lin has been appointed as manager in our Hongkong branch.

By order of the board of Directors,
T. Y. MAY,
Secretary.

Head Office, Shanghai.
TABAQUERIA FILIPINA.

NOTICE.

THE THIRD ANNUAL GENERAL MEETING of the "BRITISH LEGION" will be held in the Board room of Messrs. Jardine Matheson Ltd. on Thursday, 27th March, 1924, at 5.30 p.m. for the purpose of receiving the REPORT and ACCOUNTS for the year 1923, and of electing OFFICERS and other MEMBERS of the COMMITTEE for the ensuing year, and of appointing HONORARY AUDITORS, and of dealing with any other business.

By order of the GENERAL COMMITTEE,
R. E. CABLE,
Hon. Secretary.

AMUSEMENTS

ST. ANDREW'S FETE

The Church Hall & Grounds
NATHAN ROAD, KOWLOON.

WEDNESDAY, April 2nd, 1924
at 2.30 p.m.

OPEN AIR CAFE.

STALLS OF ALL SORTS.
SIDE SHOWS OF EVERY DESCRIPTION.

CINEMA—HOOPLA—CHUTE—FISHPOND

Competitions & Entertainments.

Military Band and Pipers will give selections during the day.

Ending with a Grand Variety Entertainment at 9 p.m. when a number of talented artistes will appear.

Prices of Admission 25 cents

(Children 10 cts)

Circular Ticket including Admission and all Side Shows \$1.00

(Children 75 cts)

BILLIARDS.

HO KONG TONG CUPS.

THE 2nd of the Ho Kong Tong's Billiard Handicap to be held at the Palace Hotel has been postponed until 9th July, 1924 to enable the championship competition to be completed.

PUBLIC DINNER

to
Sir William Rees-Davies, K. C.

IT is proposed that a dinner should be given by the Foreign Community in honour of the departing Chief Justice, at the Hongkong Hotel, on Saturday, 12th April, at 8 p.m. Gentlemen wishing to be present should notify on or before 5th April, their intention to Colonel Robertson, Hongkong Club, who will be supply all particulars.

Hongkong, 22nd March, 1924.

S. S. "VENUS"

FROM HILLO

THE above vessel having arrived Consignees of Cargo by her are requested to take immediate delivery of their goods from along side. Cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense and no Fire Insurance will be effected. Bills of Lading will be countersigned by

LANE CRAWFORD LTD.

ROYAL MARINES OLD COMRADES ASSOCIATION

WHIST DRIVE

SEAMANS' INSTITUTE
THURSDAY, 27th March,
at 8.30 p.m.

Admission 50 cents.

CHINA SUGAR REFINING COMPANY.

NOTICE.

THE Fortieth Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on Monday the 31st March 1924 at 11.00 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1923.

The Transfer Books of the Company will be closed from the 17th to 31st March 1924 both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Agents.
Hongkong, 10th March, 1924.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Sat., the 29th March, 1924,

commencing at 11 a.m.

at their Sales Room, Duddell Street

(For account of the concerned)

6 Bales Blankets

(Stored in 2nd floor, No. 2

Gedown, Holt's Wharf, Kowloon)

Terms—Cash on Delivery

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction

Tuesday the 1st April, 1924,

commencing at 11 a.m.

at Godown No. 1 (Lower) The

Hongkong & Kowloon Wharf &

Godown Co., Ltd., Kowloon

(for account of the concerned)

100 Tons Sulphate of Ammonia

(Long Crystals—English).

Terms—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions from the

Owners and Underwriters to sell by Public Auction on

Tuesday, the 1st April, 1924,

at Noon

at their Sales Room, Duddell

Street, Hongkong.

The British River Steamer

"Heungshan"

as she now lies in her present

condition in the Canton River,

beached opposite Larkins Point

(Keller Reach) Blenheim Passage

Terms: Cash on fall of hammer

when the vessel will be at

Purchaser's Risk

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction,

Tuesday, the 1st April 1924,

commencing at 2.45 p.m.

at Chater's Bungalow (North)

at No. 68, Nathan Road,

Kowloon.

A Quantity of Valuable Household Furniture

comprising—

Teak hatstand, chesterfield

couch and chairs, tables, brass

fenders, brass ornaments, curtains, etc., etc.

Extension dining table, chairs,

sideboard with bevelled mirror

dinner wagon, ice chest, crockery, glass ware, etc., etc.

White metal bedsteads, springs

and mattress, double and single

wardrobes with glass doors, chest

of drawers, dressing table washing stand, toilet sets, etc., etc.

and

One Yacht Piano by CRAMER

& CO.,

Catalogues will be issued

On View on Monday the 31st

March 1924

Terms—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday

& Saturday

At 2.30 p.m.

Specialist is the Valuation of

Household and Office Furniture

DA ROCHA'S MART

2A, D'Aquilar St. Phone 2931

WHALE CATCH OF 1923.

At the three whaling stations in British Columbia there were 377 whales brought in last year. From these whales 15,000 barrels of oil, 3,000 cases of canned meat, and many tons of fertilizer was secured. Whale meat is rapidly recovering the market it secured during the war and the exports to Great Britain and Japan during the past year have been considerable.

HUGHES & HODGH

LIMITED.

IMPORTERS, EXPORTERS AND

GENERAL AUCTIONEERS.

PUBLIC AUCTION.

Owing to the demolition of the premises,

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned)

on FRIDAY and SATURDAY,

the 28th and 29th March, 1924,

commencing each day at 2.30 p.m.,

at 44, Lyndhurst Terrace,

Very Valuable Household

Furniture, &c., &c., &c.

Comprising:

Extension Dining Tables and

Chairs, Sideboards, China Cabinets,

Overmantels, Wall Plates, Chesters,

Double Sofas and Chairs, Mirrors,

Double Wardrobes, Dressing

Tables, Washstands, Double Brass

Bedsteads with Mattresses, Writing

Tables, &c., &c., Linen, Chair

Covers, Pictures, Blackwood

Stands, &c., &c., Crockery and

Cutlery, &c.

Also

Ceiling Fans with Lights,

Acminster Carpets and Rugs,

Indian Carpets, &c., &c., 1 Victoria,

1 Rachael's Piano, 1 Robert-

son Piano and 1 Piano.

And

Enamel Baths, &c., &c.

(Full Particulars from Catalogue).

Terms—Cash on delivery.

HUGHES & HODGH, LTD.,
Auctioneers.

Hongkong, 21st March, 1924.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS

THE Fifty-sixth Ordinary

General Meeting of Share-

holders will be held at the Offices

of the undersigned on Thursday,

the 27th March 1924, at Noon, for

the purpose of receiving the Report

of the General Managers, together

with a statement of Accounts for

the year ended the 31st December 1923.

The Share Register and Trans-

fers Books will be closed from the

13th to the 27th March 1924, both

days inclusive.

JARDINE MATHESON

& CO., LTD.

General Managers,

H.K. Fire Insurance Co., Ltd.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S. S. "KOREA MARU"

From SAN FRANCISCO via

HONOLULU, JAPAN PORTS

& SHANGHAI.

The above mentioned vessel

having arrived from the above

mentioned Ports, Consignees of

cargo are hereby informed that

their damaged cargo will be

landed at their risk and expense

into the Hongkong and Kowloon

Wharf & Godowns Company's

Hazardous Godowns at Kowloon

and the undamaged cargo into

the T. K. K. Godown at West

Point, where it will be stored

at Consignees' risk and expense.

Consignees are hereby notified

that owing to S. S. "Korea Maru"

having caught fire enroute to

Shanghai from Kobe, all cargo

on board at the time of the fire

occurred will be subject to

General Average, and before

delivery of such cargo can be

given, they must sign General

Average Bond, furnish completed

Valuation Statements any pay

a General Average contribution

of 10% of the actual Market

value.

All broken, chafed and damaged

goods are to be left in the

godowns, cargo at the Hongkong

& Kowloon Wharf & Godown

Co.'s Godowns will be examined

by Messrs. Goddard & Douglas

NOTICE.

COLONIAL HAIR-DRESSING SALOON

13, Ice House Street

High Class Barbers-Sanitary
& up-to-date Saloon
Filipino and Japanese
barbers.

Popular Prices.

WE have just received a
special shipment of—

LADIES & GENTLEMEN'S

SIGNET RINGS

Also—

SLAVE BANGLES

All solid gold English Hall-
marked.

Inspection Invited.

69, Queen's Road Central.

SHERIFF BROS.

NOTICE.

P. & O. S. S. Co.

STEAMERS FOR
Straits, Colombo, Australia
Bombay, Egypt,
Mediterranean Ports and
London.

Through Bills of Lading issued
for Batavia, Persian Gulf, Con-
tental, American and South
African Ports.

THE Steamer "SICILIA" Capt.
H. C. DAVIS, carry-
ing His Majesty's Mails will
be despatched from this port
on or about FRIDAY, 28th
March, 1924, at Noon taking
Passengers & cargo for the above
Ports.

Silk and Valuable Cargo for
Italy, France and London (under
arrangement) will be conveyed
by this Steamer proceeding to
Bombay and there transhipped
to the on-carrying Steamer for
Marseilles and London.

Parcels will be received at the
Office up to Noon the day before
sailing. The contents and value
of all packages are required.

For further particulars, apply to

MACKINNON, MACKENZIE

& CO., Agents.

Hongkong, March 24th, 1924.

FOR 3 WEEKS ONLY

(From 25th. March 1924.)

25% will be allowed to all
customers for photos only.

Please bring application of

the Studio.

MEE FONG STUDIO

Art. Photographers.

No. 7, Wyndham Street.

HONGKONG.

"TROILUS" FROM U. K.

ARRIVED 6/24.

R. W. 10 CASES

Woolen Suitings

& Co.

NOTICE is hereby given That

original Delivery Order on

Holt's Wharf, Kowloon, covering

the above package is lost or

said to be so, and it is therefore

declared null and void.

Duplicate Delivery Order is

being issued.

Hongkong, 24th. March, 1924.

ROYAL ARTILLERY ATHLETIC

MEETING.

U. S. R. C. Ground, Kowloon.

[LEUT. COLONEL W. O. S.

SANDERS and the Officers,

Royal Artillery, Hongkong, will

be at HOME to any of their

friends between 3 and 6 p.m. on

FRIDAY, March 28th.

Hongkong, 24th. March 1924.

NOTICE.

NOTICE is hereby given that

from April 1st, 1924, Mr.

F. C. Higgins will cease to be

employed by J. T. SHAW,

formerly of Pedder Street and

now of Beaconsfield Arcade.

W. H. COOLE,

Proprietor.

CLOUDED MIRRORS.

REPULSE BAY HOTEL

RENOVATIONS.

Mr. Justice Gompertz heard a

case yesterday at the Summary

Court concerning the delivery of

two large mirrors for erection in

the dining room of the Repulse

Bay Hotel. The plaintiffs were

A Ling and Co., of 19 Queen's

Road Central, and the defendants

the China American Industrial and

Developing Co., Ltd., of 51 and 52

Queen's Road Central. The

plaintiffs claimed \$180, being the

price of two large mirrors sold and

delivered by the plaintiffs to the

defendants between July and

October 1923 and accepted by them.

Mr. T. G. Bennett appeared for

plaintiffs and Mr. R. E. A. Webster

for the defendants.

Mr. Bennett outlined the

circumstances under which the

mirrors were ordered by defendants

and delivered at the Repulse Bay

Hotel. He said they were put up

under the supervision of a

foreman of the defendants and

promised satisfaction.

A few days later the plaintiffs

went to the defendants' office for a

delivery receipt, but they were told

that the Hotel manager was not

very satisfied with the mirrors.

The day after the plaintiffs went

again to try and get an acknowledgment

that the mirrors had been

delivered. The defendants again

said the Hotel was not satisfied

and as the Hotel would not pay,

they, the defendants, could not pay

plaintiffs. It said Mr. Bennett,

the defendants were not satisfied

with the mirrors, the plaintiffs

should have been told. The mirrors

were not made to be subject to the

approval of the Hotel.

In reply Mr. H. H. H. H. H.

Mr. Bennett said the mirrors were

not made to specification but ac-

cording to an approved sample.

Ribbed Mirrors.

There was a ribbing in the mirrors

because they had passed between

plaintiffs and defendants, meaning

to inspect the mirrors. The plain-

tiffs understood that the Hotel

complained about the mirrors was

the fact that they were ordered.

The ribbing in the mirrors

were made in the original mirror

proportionately in good lines with

the general ornamentation at the

sample. There were no ribs in the

glass, there was a slight shadow,

and apparently this was not

quite what the Hotel wanted.

When the first mirror was made it

was agreed by the defendants that

it was a plain mirror. There

was no ribbing in the original

sample. It was not until the

second mirror was made that the

plaintiffs said that the Hotel

did not like them and that the

Hotel would not pay for them.

Fung Ngai, who was a witness

man for the plaintiffs in July 1923

said he went to defendants' premises

in the month and was

handed a sketch. The sketch

if he could make the mirrors to

fit in places as marked on the

sketch and asked for a sample.

This was made and taken to defendants.

The sample was not broken when

it was taken to the Hotel. The

plaintiffs said that the Hotel

could not see it. Later the sample

was all right, and the sample

was used to make the mirrors.

The price was \$180, delivered to the Repulse

Bay Hotel. One mirror was made

but was broken. He had never

made this kind of mirror before.

Another was made at the request

of defendants and this was satisfac-

tory. This was inspected by the

defendants, who said it was all

right and gave instructions to make

the second one and deliver them at

the Hotel. He was asked to deli-

ver them on a certain date and

this was done. It was not in the

contract that the mirrors were to

be to the satisfaction of the Hotel.

Silvering Unsatisfactory.

Cross-examined, witness said de-

fendants examined the first mirror

KEDAH CANARD.

Rumoured "War" With

Siam.

The Ryots in the district of the

upper Bins from Sidim right up

to Baling says the *Penang Gazette*

are the victims of a canard

which is causing a serious

dislocation in their quiet

life and creating something like

a panic. The thing began about

the time of the Chingay proces-

sion in Penang and the visit of

the cruisersquadron to the Straits

and the F. M. S. when large

bodies of men from the ships

were moving about the country-

side and towns, and some one got

up a rumour that the British

were going to war with the

Siamese over a boundary dispute

between Perak and Rahman

(Parani). Additional colour was

lent by Burmah Rides who

were camping out in the

village of Padang Serai (annual

manoeuvres) and made a big

display of tents, horses, rifles and

guns on their way, it is said, to

the Siamese frontier. It may be

imagined how panicky the peas-

ants are when their women are

hard at work pounding rice in

readiness to fly from their village

and take refuge in the jungle on

the outbreak of hostilities. The

price of cattle has dropped and

many have offered to sell their

buffaloes cheap, but could find

no buyers.

Not only this, but several

Chinese traders in Baling have

come to Penang to rent houses

in case it would be necessary to

remove their families from the

scene of the impending battle.

One of the Penghulus of the

district, who ought to know

better, far from allaying the

panic is adding fuel to the fire

by recommending licences for

the purchase of firearms for

defensive purposes. The idea is

that Perak and Kedah have

formed an alliance to fight the

Siamese. The Malays of Kedah

have worked up several scares in

the past with disastrous results

in reference to Siamese aggres-

sions on their State and the

Kedah authorities ought to take

steps to nip the present panic

in the bud and tell the Ryots

that the whole thing is a huge

joke.

VLADIVOSTOK TROUBLE.

The arrest of 14 Japanese, six

officials and eight civilians, and

the searching of 15 Japanese

homes by Soviet authorities in

Vladivostok was reported in a

delayed cable from the former C.

General which was received

at the Japanese Foreign Office

recently. Attempts to obtain

information regarding the Soviet

army and fleet were given by the

Vladivostok authorities as the

reason for the arrests. About a

dozen Koreans and Russians were

taken in custody at the same

time.

Some during the course of construc-

tion. He agreed that in the one

mirror had not been broken they

would have taken a month to make.

whereas the time occupied was three

months. He was not told that the

had to be finished by the date the

hotel opened. There was no time

limit fixed. He did not write to

defendants to tell them that the

mirrors were erected, but the day

after they were erected he went

to defendants for the receipt and

told them they were erected. He

admitted defendants told him some

of the silvering was not satisfactory.

Two folk gave evidence of erect-

ing the mirrors in the Hotel. A

foreman of defendants was there

and said they were satisfactory.

Mr. Webster said his case was

that the parties came to an arrange-

ment that the mirrors were to

be removed and re-silvered, the

defendants to pay for removal and

transport.

At this point the hearing was

adjourned until Friday next.

NEW FOOTWEAR

We are now showing
the latest styles in

LADIES'
EVENING
SHOES

IN SATIN, BROCADE
SILVER AND GOLD.

ALSO—

HANAN'S
FAMOUS FOOTWEAR.

THE
SINCERE CO.

STYLE

QUALITY

"LIGHTS OUT"

SEE THIS ONE

AND HAVE RENEWED FAITH IN THE CINEMA!

It begins with a smash and ends with the greatest punch
ever plunged upon the screen!

An international killer and crook caught by means of the
motion picture!

SLINKING CROOKS—DARK and SINISTER PLOTS—
SHIFTING SHADOWS—ALL MERGED INTO THE
GREATEST CROOK COMEDY—DRAMA EVER PUT
INTO FILM—ONE THOUSAND FEET OF LAUGHS AND
THRILLS—ALL BUILDING INTO A SURPRISE FINISH
THAT WILL TAKE YOUR BREATH AWAY!

Here at last is an absolutely new idea in plots!

At last something entirely different in pictures!

At last the ideal picture!

BEWILDERING! INTRIGUING! ENTHRALLING!

One of the best casts of the Year!

See This One If You Never See Another Picture!

TO-NIGHT
till
Saturday.

THE WORLD

HONGKONG SCHOOLS SPORTS.

THE annual inter-school sports

will be held on Friday

March 28th at Happy Valley.

H.E. The Governor will present

the prizes shield and trophies at

the conclusion of the sports.

RADIO-MAGNAVOX

E WHISKY

THE OLD FAVOURITE.

Superfine Quality

Genuine Age and Perfect
Blending.
Matured and Bottled in
ScotlandA. S. WATSON & CO., LTD.
Wine and Spirits Merchants.
ESTABLISHED 1841

THROUGHOUT THE DAMP SUMMER MONTHS THE MOUTRIE PIANO

GIVES

No TROUBLE

IT IS MADE TO STAND THE
CLIMATE AND IT DOESASK US FOR PRICES AND OUR
TERMS FOR HIRE PURCHASE.

S. Moutrie & Co., Ltd.

Chater Road.

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for latest
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NEW YORK'S
NEWEST
STYLES
IN
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FITTINGS
A. B. & C.
IN
CANVAS.
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KID.

LADIES' DEPARTMENT
Hongkong Hotel Buildings
PEDDER STREET.

The New Remington Portable Typewriter

A marvel of compactness
Fits in a case 4" high
Has Standard Keyboard
No shifting for figures.

MUSTARD & CO.

17, Connaught Road, Central
Tel. C. 1188.

The Telegraph.

HONGKONG, 26th March, 1934.

BROADCASTING.

Whilst it is satisfactory to learn that the local Government wireless station is being improved, and that there are hopes of increasing its efficiency to an even further extent, we cannot but regret the fact that the broadcasting question should still be hung up. As a paper which has striven hard to get radio locally put on a sound footing, we have become weary of the delay which has occurred in dealing with what, after all, should not be an insurmountable problem. We had an idea that Hongkong was merely awaiting the arrival of its wireless expert and that after he had made some study of local conditions, an effort would be made to draw up regulations suited to the circumstances obtaining in the Colony. Now, according to the Chairman of the Chamber of Commerce, the Imperial authorities have forbidden the issue of any broadcasting licence in Hongkong, pending the result of the trial of the present arrangements at Home. That we can only describe as foolish and totally unnecessary.

We are, however, able to extract some comfort from the fact that an effort is now being made to secure permission for the whole question of broadcasting to be dealt with locally, as it should be. What with the Government's wireless expert and others in the Colony who are acquainted with radio, it ought to be easily possible to draw up some scheme by which regular broadcasting is made available here. As things are at present, it obviously does not pay any concern to take the matter up with thoroughness, and we must count ourselves fortunate in having one Company which, without much prospect of reward, has been sending out news and music nightly for some time past. If, however, the business were put on a proper footing, there would be every inducement for the installation of powerful apparatus and the arrangement of direct transmission, with the result that radio would soon become as popular here as it is to listeners-in at Home. There will be a tremendous business done in the sale of apparatus when that time arrives. As things now are, these opportunities cannot be exploited. Inaction is standing in the

way of the development of a new sphere of business. It is assuredly high time that Hongkong was put in line with other modern centres in this regard, and we look to the Radio Society and others interested to press upon the authorities the necessity of the issue being taken in hand without further vexatious delays.

London's Trial.

One can sympathise deeply with the many thousands of workers in the Metropolis who are being gravely inconvenienced by the tramway and bus trouble. They must be fervently hoping that the strike will soon be ended. For that alone, one can term the latest news gratifying, as it discloses a tendency for both parties to come together again. Everything points to the Government being very energetically engaged in bringing about a settlement, and as it seems that the strikers are not to be grudging a small increase in their wages, it might not be long ere the chaos in the City transport system will give way to normal conditions. Of particular interest is the revelation that the senseless (because) uncontrolled competitive transport services are responsible for duplicated routes, so that less is being earned than would be the case were the rival companies, to come to some arrangement, a form of co-operation for mutual benefit. Wasteful competition could then be eliminated, and the men on the trams and omnibuses paid more. We do not like this idea of restricted competitive transport, somehow, and we cannot help feeling that it is the poorest martyr, the Public, which will have to bear the brunt of the extra expenditure in wages. The primary principle of cheaper charges for necessities and public utilities is competition—untrammelled and unrestricted. This is being over-ruled by the aid of a Labour Ministry, and the explanation may lie in the Government's anxiety to put an end to the trouble, at all costs. No-one can blame them for having that aspiration.

Dominions' Corns.

We do not know whether the Dominions are of opinion that the new British Government has trodden on their corns, as suggested in the Singapore debate in Parliament, but the suggestion makes one recall that the whole policy of the Mother Country since the beginning of this century has been to refrain from any suggestion of slighting the Colonies or subjecting them to compulsion. We of an older generation have watched the experiment of Dominions self-government—at first received with forebodings in some quarters—grow into a successful cohesion of interests, impregnable against outside assault, and strong enough to withstand the minor shocks of domestic differences of opinion. We observed the spirit of unity during 1914 to 1918, and we sensed this unchanging loyalty even in the midst of subsequent demands for a voice in the Empire's foreign policy. No, the Colonials are not as supersensitive as Sir Robert Horne would make out. New Zealand may well be disappointed at the Imperial Government's decision as to the Singapore naval base scheme, and Australia (or rather a section of it) might feel resentful; nevertheless such matters are not of themselves sufficient to shake the foundations of the Empire brotherhood, nor can an unbiased observer consider that the Home Government's decision has flouted Colonial opinion as a whole.

A GRAVE MATTER.

A nominal fine of \$1, or three days, was imposed by Mr. C. D. Melbourne on a Chinese this morning for digging a grave on Crown land without a permit. The defendant was also ordered to fill in the grave within 24 hours. It was stated by Mr. C. R. M. Young, of Messrs. Butterfield and Swire, that the grave was dug right in the watershed supplying fresh water to the Sugar Refinery. The defendant claimed that the grave was between 15 and 17 years old, and that whatever work had been carried out was in the nature of repairs. Mr. Dillon replied that the earth was freshly cut, and no urns were seen on the spot, as would have been usually the case with old graves.

DAY BY DAY.

Yesterday's health return shows eight Chinese cases of small-pox.

THERE ARE SO MANY PEOPLE WHO SUBSCRIBE A GUINEA AND THEN EXPECT KNIGHTHOOD FOR IT.—Stanley Baldwin.

Amongst the passengers who returned by the Empress of Russia were Mr. and Mrs. Allan Cameron and Mr. E. R. Dovey.

Owing to the indisposition of Mr. R. E. Lindsell, the cases in the Senior Magistrate's Court were taken by Mr. J. A. Fraser this morning.

The Hai Hong, which arrived in port early this morning, reports having sighted a large junk lying bottom upwards inside Lymoon Pass, half a mile N.W.

An earth cooler, who was knocked down by a taxi-cab yesterday in Queen's Road East, was taken to the Government Civil Hospital suffering injuries received in the face and feet.

Captain E. S. Dickinson, Army Dental Corps, proceeded to North China on the 22nd inst. for duty, in connection with dental inspection and treatment of British Troops at Tientsin and Peking.

In consequence of reports from Amoy that Chang Chi-ping's forces are again active, a military meeting has been held at Headquarters in Canton on two successive nights. It is stated it has been decided to begin a general attack on the East River front.

Chung Kwong-yau, the master of a cargo boat, was fined \$3 at the Marine Court this morning for being under way at night without lights. The Harbour Master (Lieut. Commr. Conway Hake) told him he was a danger to himself and everybody else.

We have received from Messrs. Donnelly and Whyte two tins of the well-known "Kensitas" Virginia cigarettes. These are put up in tins of fifty, in standard size and in extra large de luxe size. They are made of the finest tobacco by Messrs. J. Wix and Sons, Ltd., of Piccadilly, and can be thoroughly recommended.

The concerted items contributed largely to the success of Kasi's Hawaiian Troubadours at the Star Theatre, Kowloon, last evening, the audience showing especial appreciation of the efforts of the Jazz Four and of the Marimba Band. The Hula Hula dance both amazed and amused. The Company give an entirely new programme this evening.

A Reuter's London message states that part of the broadcast programme during "Children's Hour" was an address by Mr. Chao Hsin-chu, who talked to English children about Chinese children. Mr. Hsieh, First Secretary of the Legation, visited the Mah Jong Club at Kensington last evening and gave a demonstration of the pure Chinese game.

Due to overloading, a sampan, which contained several piculs of firewood and pine branches in addition to the boatman and five women passengers, capsized in Taitam Bay on Monday. One of the women was rescued by a farmer, the boatman and two other women swam ashore, but the fourth woman and her 15-year-old daughter were drowned. Their remains have since been recovered.

A Harbour office notification from Shanghai states that the s.s. Warren lies capsized and sunk alongside the wharf of the International Dock on the Footing shore of Section 11. The vessel lies on her starboard side and the keel is 150 feet outside the line of the wharf. At high water the decks are covered but the bridge, houses and funnels are visible. During the day, a red flag will be shown from each end of the vessel and by night a red light over a white light suspended vertically. Vessels passing the position are requested to proceed at slow speed.

IMPROVING CANTON.

Better Facilities for
Big Ships.

NEW BRIDGE: EXTENSIVE RECLAMATIONS.

We have received a detailed description, with several sketch plans, of the project for the improvement of the Front Reach at Canton, between the Shamshien and Whampoa Barrier, issued by the Board of Conservancy Works of Kwangtung.

The northern branch of the Pearl River (or Canton River) that constitutes the channel between Shamshien and Whampoa Anchorage, is called the Front Reach.

In its present condition the Front Reach is not navigable at L.W. for craft drawing more than 8 feet. The uneven and rocky bottom causes eddies which are of great inconvenience, and at high water are dangerous to navigation. The Reach is used as anchorage for native sea-going boats and along the Bund are also moored innumerable sampans which do not permit free passage for any larger craft, should the depth allow such to moor at the Bund.

The cargo shipped by the anchored junks is transported to and from the shore in lighters, an inconvenient and expensive method. With the yearly increases of imports and exports, Canton has reached a stage when the question of modern transportation must be considered. Facilities must be found for the sea-going as well as local craft to moor at a wharf with sufficient depth of water.

It is evident that the channel should be cleared to a depth of 15 feet below the lowest low-water level. After the bottom has been cleared to this depth the cross sectional area of the river will have been increased considerably. It is estimated that in all 171,500 cu. yards of rock and 504,000 cu. yards of sand must be removed. The removed materials would be used for reclamation purposes.

After the completion of these improvements it is expected that the velocity of the tides in the channel will become more uniform, and be decreased about 13 percent.

NEW QUAYS.

With a depth of channel of 15 feet below lowest low-water, it would be possible to construct quays of the same depth along the whole waterfront on both sides, and it is proposed to carry out this work throughout the harbour limits with the exception of a small portion. On this stretch training walls of economical construction are proposed to be laid out, which will make it possible to reclaim the area from the present shore line.

The waterfront on the Canton side and part of that on the Honam side, would be provided with quays having 15 feet depth alongside.

The total length of the quay would, on the Canton side, be 1.6 miles, and on the Honam side, 1.38 miles. The channels at Shau Chu Bridge, the East Creek and the creek leading into the Cement Factory should, for the time being, be left in communication with the main river, says the Board's report, and their shores provided with a slope protection of rubble stone. The two last mentioned creeks may later on be filled in, a matter which depends upon the future city plan. This project provides for a permanent concrete bridge across Shau Chu Creek and temporary bridges across the two others.

Space for a roadway, with a width of 65 feet on the Canton side and 82 feet on the Honam side, will be reserved along the new quays.

THE RECLAMATIONS.

All land reclaimed between the normal line and the present shoreline at normal highwater would become public property. On the Canton side considerable areas of land would be reclaimed. Dutch Folly Island would disappear as such, and form part of a reclamation that side would take place on the stretch between the Admiralty Wharf and the Taisinatou Channel. A large piece of land would be gained on the outer edge of Kuper Island.

The report continues:—On the Honam side, land would be reclaimed in front of the present Customs Club Building, opposite

to Dutch Folly Island, and to the Harbour limits. In all 439,000 sq. metres (31,560 chings) of reclaimed land would be available.

Only as much as will be needed for roadways and approaches to the bridge with their footpaths should be reserved of the available land. The remaining areas should be sold in order to cover the costs for the improvements. The erection of warehouses along the roadway should be left to private enterprise.

THE BRIDGE.

The site for the proposed bridge is immediately above the upstream end of Dutch Folly Island. The bridge would thus also be situated in that section of the city where the traffic is most heavy, and connect that part with a densely populated part of Honam.

A movable bridge would not call for great height above the water; nevertheless it should be high enough to allow the daily river traffic of tug boats, with or without masts, junks, steam launches etc., to pass, says the report.

During certain hours of the night and early morning the bridge would be kept open, but otherwise ought only be operated at considerable intervals. The times required to open the span would not exceed one minute and the consequent interruption of traffic over the bridge would be of short duration.

For the above reasons a movable bridge is proposed. This bridge would have three spans; the centre one would be movable and have a free opening of 147.6 feet and the two stationary ones would each have an opening of 193.5 feet. The movable would consist of two leaves or bascules, hinged near the faces of the central supporting piers and opening upward. When raised a space of 147.5 ft. between the piers would be left unobstructed to a height of 51 ft. above high-water. On top of the piers a superstructure in the shape of a gate tower would be built, which would add to the stability of the piers, and at the same time, would add greatly to the appearance of the bridge.

The stationary spans would be constructed of reinforced concrete, but the piers and abutments would be of concrete only, the latter faced with granite up to high water level. The movable span would be constructed of iron girders, and the machinery for its operation placed in chambers made for that purpose in the piers.

When closed, the height of the centre span, above high water would be 46 feet and that of the shore spans 36.1 feet. This space would permit craft of the same size as the present steamers running on the Macao route, to pass, and also medium sized junks, without opening the bascules.

COSTS, ETC.

As heavy traffic is to be expected, the total width of the bridge between the railings would require to be 59 feet. Of this, 9.8 feet would be reserved on each side for footpaths, leaving a roadway 39.4 feet in width.

The report suggests that the superstructure on the piers could be used as restaurants, the rental from which would help to defray the cost of operation and maintenance of the bridge.

The sloping approaches on both sides of the bridge would each have a length of 763 feet. The under portion of the approach following immediately after the stationary span would have an arch 82 feet wide, allowing a passage for traffic along the waterfront and under the approach.

The harbour construction is estimated to cost H. K. \$7,310,000 and the bridge H. K. \$2,360,000, a total of H. K. \$9,670,000.

The sale of reclaimed land is estimated to bring in about H. K. \$7,164,000. This will cover 75 per cent. of the total cost. The report suggests that the remaining 25 per cent. should be borne by the public of Canton. Thus they would have to subscribe a sum of H. K. \$2,536,000. Of this amount \$2,360,000 would have to be spent on the Honam bridge. By carrying the work on by successive sections, and by selling off the reclaimed land, sufficient working capital would always be at hand, assuming the public subscription of \$2,536,000 to have been paid up at the commencement of the work.

The time that would be taken to complete the whole scheme is estimated at five years.

The report is drawn up by Mr. G. W. Olverton, the Engineer-in-Chief.

CANTON BRITISH CONCESSION.

MEETING OF LANDRENTERS AND RATEPAYERS.

The following is a summary of the minutes of the annual general meeting of Landrenters and Ratepayers of the British Concession, Shamen, held on February 18th last, at H. B. M. Consulate General, with the Consul General presiding.

Lieut. Col. Crose and Messrs. L. V. Lang, E. U. Reid, and M. O. Clark were elected for the incoming Council.

The accounts disclosed various items of revenue and expenditure which were explained by Mr. Bond, chairman of the retiring Council.

Ordinary routine road patching was done during the year as the Council had not sufficient funds allotted them to cover the cost of re-laying the whole of the bund surface. It was pointed out again that the Crown, as owners of the island, should keep their property in repair, it being the duty of the landrenters and ratepayers merely to keep the roadways in good order.

A sum of \$421.50 was granted to the staff and police as an allowance in view of the increased cost of living.

Owing to the higher rating value of their property, ratepayers are expected to bear a greater share of taxation in future.

The revenue items show a smaller return for last year on the silk dues, owing to the continued political upheaval in the country.

There was considerable discussion of the revenue and expenditure disclosures.

Mr. Sutton severely criticized the accounts. He asked why taxation should be increased to reduce overdraft. The result of the new system had been to make a deficit in cash of \$4,579.37 and depreciation of \$14,972.65. Actually there had been a cash surplus of over \$10,000 on the year's working and taxation should be, if anything, reduced.

The Council asked for \$14,972.65 to cover depreciation. This sum, yearly, would, in 6 years, make a total equal to the overdraft at the Bank, and the buildings and machinery would have been presented free to the community by the present ratepayers. Cash was the vital factor. All that was necessary was a 10% surplus to make a sinking fund of \$5,000 which would satisfy the Bank.

Mr. Bond objected that the state of the Bank balance was not the test of the year's working. Property must depreciate and it was necessary to set aside a fund to allow for this.

RESOLUTIONS.

The following resolutions were put to the meeting and carried—

The House Tax shall be 3.35% per cent. on the total assessed annual rental in accordance with the new assessment scheme and list already circulated; payable before 31st. March, 1924.

The Land Tax shall be .3764 per cent. of H.M. Government's valuation of 1921-22 for each lot; payable before 31st. March, 1924.

The Godown Tax shall be \$50 payable before 31st. March, 1924. Licences shall be: Hotel \$100; Theatre \$100; Bicycle \$5; Hawker \$2; Septic Tank \$20; Matched \$5; Minor alterations and scaffolding \$5; Shamen Motor-boats and Launches \$10.

Building Bye-Laws 14 and 15 should be altered to read: "14. Written notice shall be given to the Council of the intended erection, recreation, alteration or addition to a building within

LOVE AND REVENGE.

"FAIR LADY" AT THE CORONET.

When Rex Beach wrote "The Net" he wrote a very fine novel. At the same time he also wrote a very fine film story, as anyone can see who goes to "Fair Lady," the screen version now showing in the Coronet Theatre. Love and revenge are the two main themes in this intensely dramatic picture, and their finer shades have been brought out with rare skill, not only in the masterly way the narrative is unfolded, but also in the finished manner the very convincing settings have been arranged and filmed.

The story opens in the beautiful island of Sicily and it is there that a young Italian countess swears a vendetta against a bandit leader who has first killed her lover and then tried to carry her off as his wife. With the aid of a dashing young American, the countess tracks down the bandit leader and eventually encompasses his death. Before this conclusion is reached, however, she has some very thrilling adventures, and these with the romance that develops between her and the American cavalier, make a thoroughly exciting and enjoyable picture.

the limits of the Concession, and it shall be the duty of the person giving such notice to deposit with the Council two (2) sets of plans and sections of such intended erection, recreation, alteration or addition.

WATER CHARGES.

The charges for water supplied by the Council shall be at the rate of 60 cents per 1,000 gallons provided that:—

(a) no charge shall be made where the quarterly consumption of any building does not exceed in value 1% of the assessed rental of such building for the quarter.

(b) where the consumption of water is in excess as aforesaid, only such excess shall be charged for.

The following rent shall be paid into the Council quarterly and in advance, for the use of meters; the quarters shall be considered to commence on the 1st. day of January, the 1st. day of April, the 1st. day of July and the 1st. day of October:—

2in. meter..... \$5 per quarter.
1 1/2 " "..... \$5 " "
1 " "..... \$4 " "
3/4 " "..... \$3 " "

The value of the amount of water consumed during a quarter will be ascertained in accordance with the above Resolution No. 6 and Waterworks Bye-Laws, No. 17 and "18."

The Council shall deliver an account, quarterly after 31st. March, 30th June, 30th September and 31st December, of water consumed in excess during the preceding quarter by the occupier of any building, and such account must be paid within 14 days after presentation thereof.

HONGKONG LAWS.

The incoming Council be requested to make a digest of the Hongkong Public Health and Building Ordinance and after they reached a conclusion that they submit a proposal to a later meeting.

The Council be authorized to expend a sum not exceeding \$3,500 on rewiring the Bund Electric Lights.

A Committee of Ratepayers be formed to go into the question of improving the present telephone system.

THE TREE.

BY BERTON BRALEY.

The little seed lay in the warm, brown earth
And it said to itself, "I shall soon give birth
To a tiny shoot, which will grow to be
All in the Lord's good time—a tree.
"A tree, that the sun shall linger on,
A tree that the rain shall fall upon,
"A tall green tree beneath whose shade
Shall loiter lover and loving maid.
"In keen October and gentle May,
Around its trunk shall the children play,
"And birds shall nest in its branches high
And trill their carols to sun and sky."

The years swept on, and it all came true;
Where the small seed sprouted a tall tree grew,
And many a shy and trusting pair,
And birds and children were happy there.
A clean, green tree, in the play wood
Whose scent was wholesome and sweet and good—
But the sawyers came, as the sawyers will,
And cut it down for the paper mill,
And dragged it far from the forest nook:
And made it into an ugly book:
A book that reeked of the muck and slime
Of evil passion and lust and crime.

Yes, that is the thing that they made, ah me,
Out of the heart of a clean, green tree!

HOUSE DEMOLITION.

MR. LO RAISES A NEW POINT.

A little matter which Mr. M. K. Lo thought escaped the notice of architects in general was given prominence to in a defence which he submitted for a client who was summoned before Mr. C. D. Melbourne, at the Police Court this morning, for not complying with a notice requiring the demolition of Nos. 82, 82a and 82b Stone Nullah Lane.

Mr. M. K. Lo claimed a privilege provided for in the Public Health and Buildings Ordinance that after the expiration of the three months' period required for demolition work the owner was entitled, and in fact had the right, to apply, under a form known as Schedule K, for an extension of the time to another seven days. That this right had not been claimed in the case was due to omission. The offence was therefore a purely technical one, and the case could be summarily dealt with in the same way as the one recently heard by Mr. E. W. Hamilton when a fine of \$10 was imposed after exactly similar circumstances had been placed before the Court. Mr. Lo submitted that the fine imposed in that case should be allowed also in the present one.

Mr. Lo went on to point out where Public Health and Buildings Ordinance and the recent Rents Ordinance came in to conflict with each other on the question of time of notice. In the case of the former, after the plans had been submitted and passed, a certificate was issued requiring demolition work to be done within three months. Now the production of that certificate was a necessary condition before tenants could be asked to quit, which was not usually done until after the expiration of the usual three months' notice. Very often also indulgence was given to tenants not being able to quit within the required time, and a little elasticity in the P.W.D. notice was therefore necessary. Under Schedule K, of the Public Health and Buildings Ordinance, an extension of the time to a further seven days was permissible.

A fine of \$10 was imposed.

WANTED—BUT INNOCENT.
A young Korean named Kintoko, living in Hong, is now wanted by the police that they may confer a decoration on him for conspicuous bravery in attempting recently to save the life of a Japanese child whose clothes caught fire. Kintoko, who heard of the arrival of the police at his lodging house, believed they intended to arrest him and disappeared.

DEBATE ON SINGAPORE.

BRITAIN'S MORAL GESTURE.

(Reuter's Service.)

London, March 25.
In the House of Commons the Singapore debate opened by Sir Robert Horne moving a resolution of a hundred pounds sterling in the navy estimates, as a protest against the Government's policy. He said the Government, while professing to consult the Dominions, had merely announced their decision to the Dominions and gave them no chance to do anything to alter the Government's judgment. He had never seen a consultation take a more discourteous form, and emphasised that the Dominions mainly concerned were Australia and New Zealand. (Opposition cheers.) He most emphatically protested against, and expressed dismay at, the Government's decision.

Sir Robert Horne read extracts from Mr. Bruce's communication, and said it was impossible to imagine a protest expressed in graver language.

Mr. Ammon said the Government did not challenge the question of naval and military strategy in view of the reported desire of the Americans for an international disarmament conference. We should make a moral gesture in the hope that there will be some co-operation. We would be in a much stronger position if, after exploring all possibilities, we were compelled to continue our armament policy. Referring to Mr. Bruce's views, Mr. Ammon pointed out that the leader of the opposition in Australia had said he did not believe Australia was in any danger of attack and did not think there was any danger in the Pacific.

He declared that a base at Singapore would undoubtedly hamper the establishment of international confidence and lay our good faith open to suspicion. Japan was still suffering from the effects of the earthquake, and was unlikely to complete her armaments. Japan had given every sign of an earnest desire to carry out the Washington agreement. The strengthening and enlarging the authority of the League of Nations would be a greater defence of the peace of the world than all the armed forces or new docks that could possibly be built anywhere in the world.

Comdr. Kenworthy said he did not believe the bogey of the Japanese danger, but was of opinion that the best answer to any possible Japanese invasion of Australia would be a submarine cruiser base somewhere in New Guinea or North Australia.

Comdr. Bellairs declared that when the question of disarmament was raised, the Premier was bound to be faced with the question of Japanese emigration to Australia. We desired that Japan should find room for expansion, but not at the expense of the British Empire, in Australia or elsewhere.

Sir Robert Horne's motion was rejected by 287 to 211. The Liberal vote was split.

NAVAL DISARMAMENT.

AMERICAN SUGGESTIONS ANALYSED.

(Reuter's American Service.)

Washington, March 25.

In connection with despatches from Tokyo reporting that Admiral Murakan, the Minister for the Navy, has approved in principle of "the American suggestions" for further reductions in naval armaments, the State Department denies that any suggestion was made beyond the action by the House of Representatives in inserting an amendment in the Naval Appropriation bill asking President Coolidge to call an international conference for further limitation in naval armaments.

Officials at the White House added that they had not enquired of other Governments relative to a new disarmament conference.

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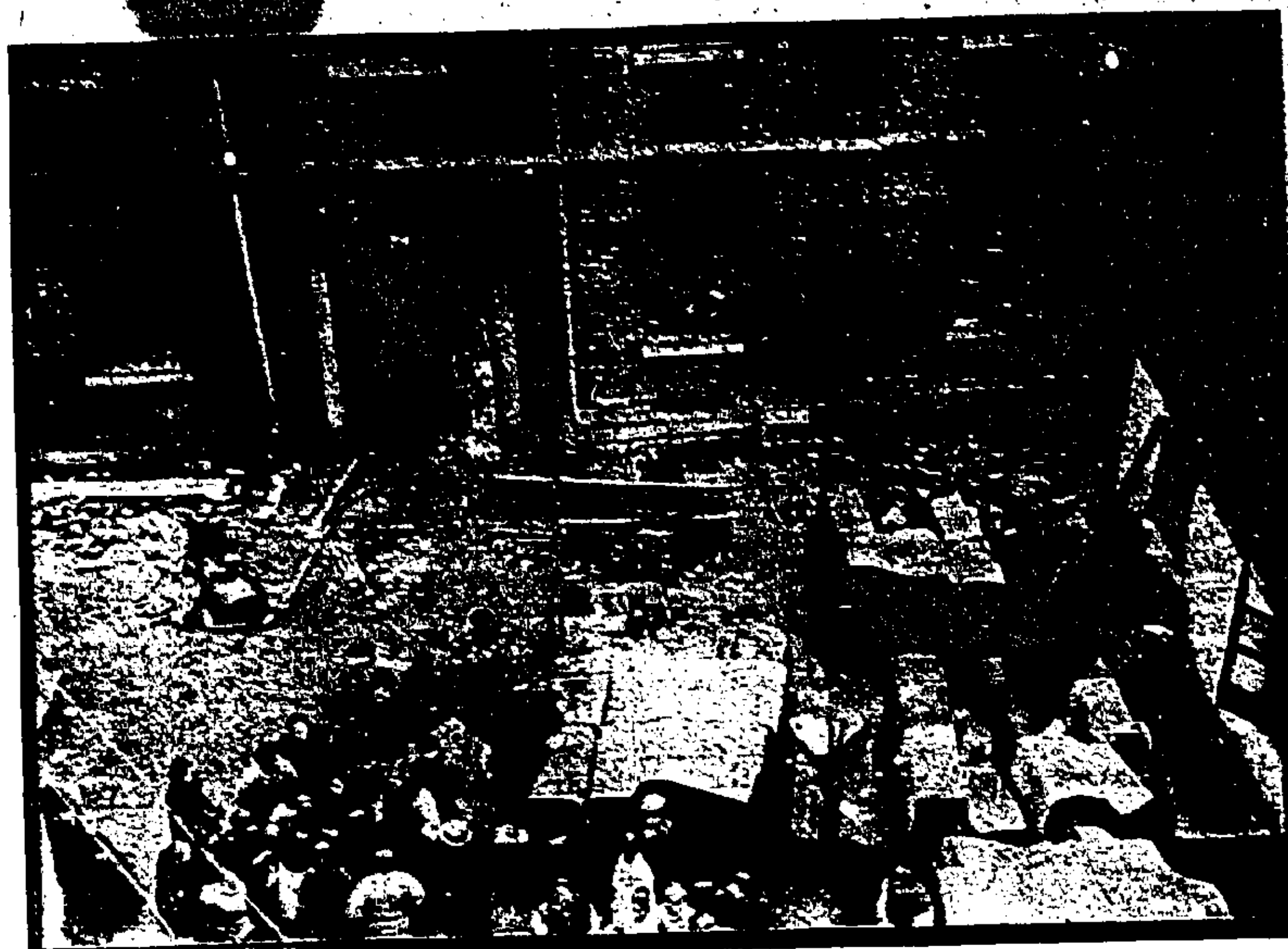
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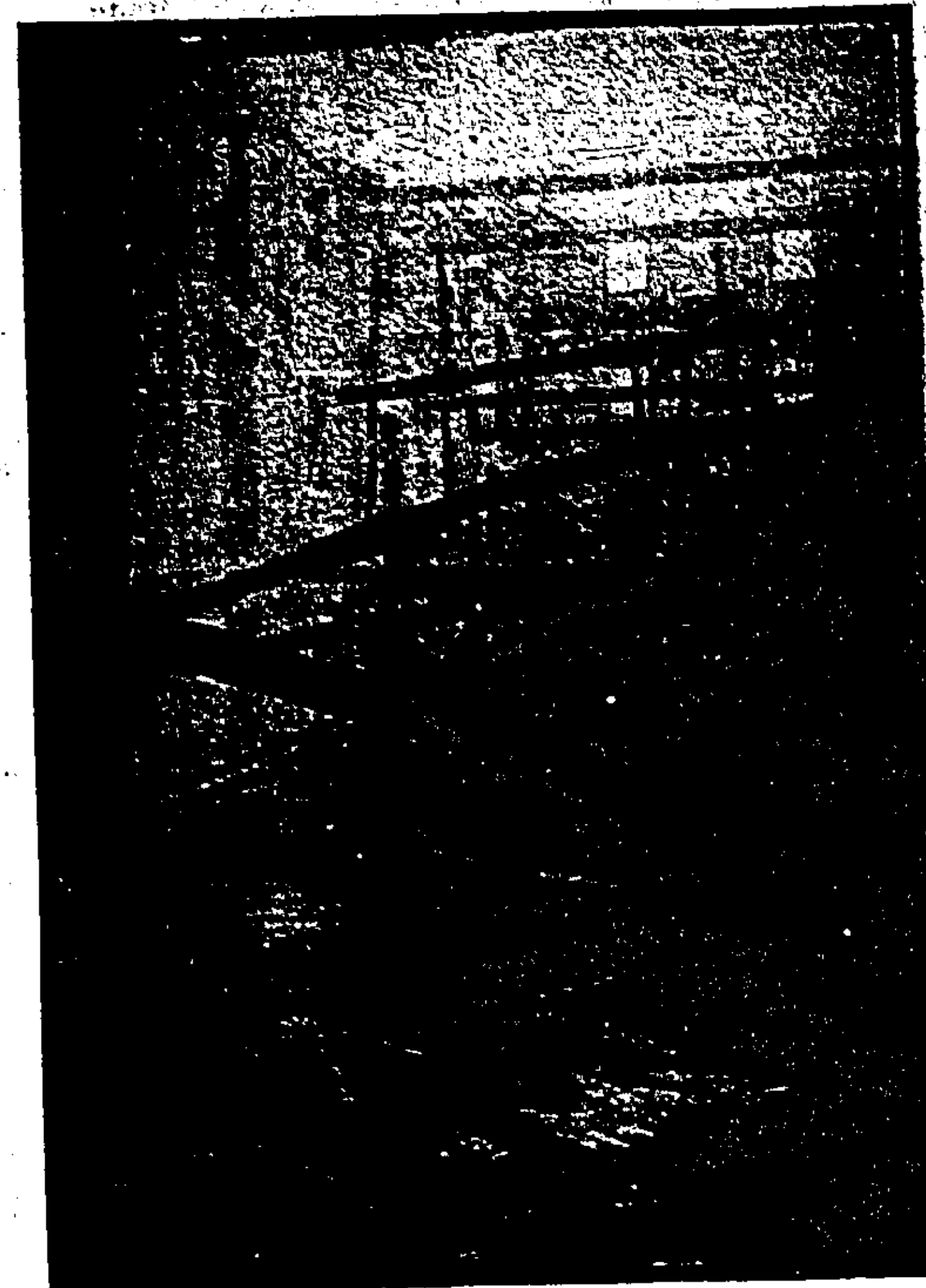
on April 1st. 1924.

A TRIAL SOLICITED.

CAMERA NEWS.



An idea of the large number of casualties in the recent Chapei fire at Shanghai can be gathered from the piles of coffins of victims outside the gutted factory. A group of mourners is seen in the foreground.



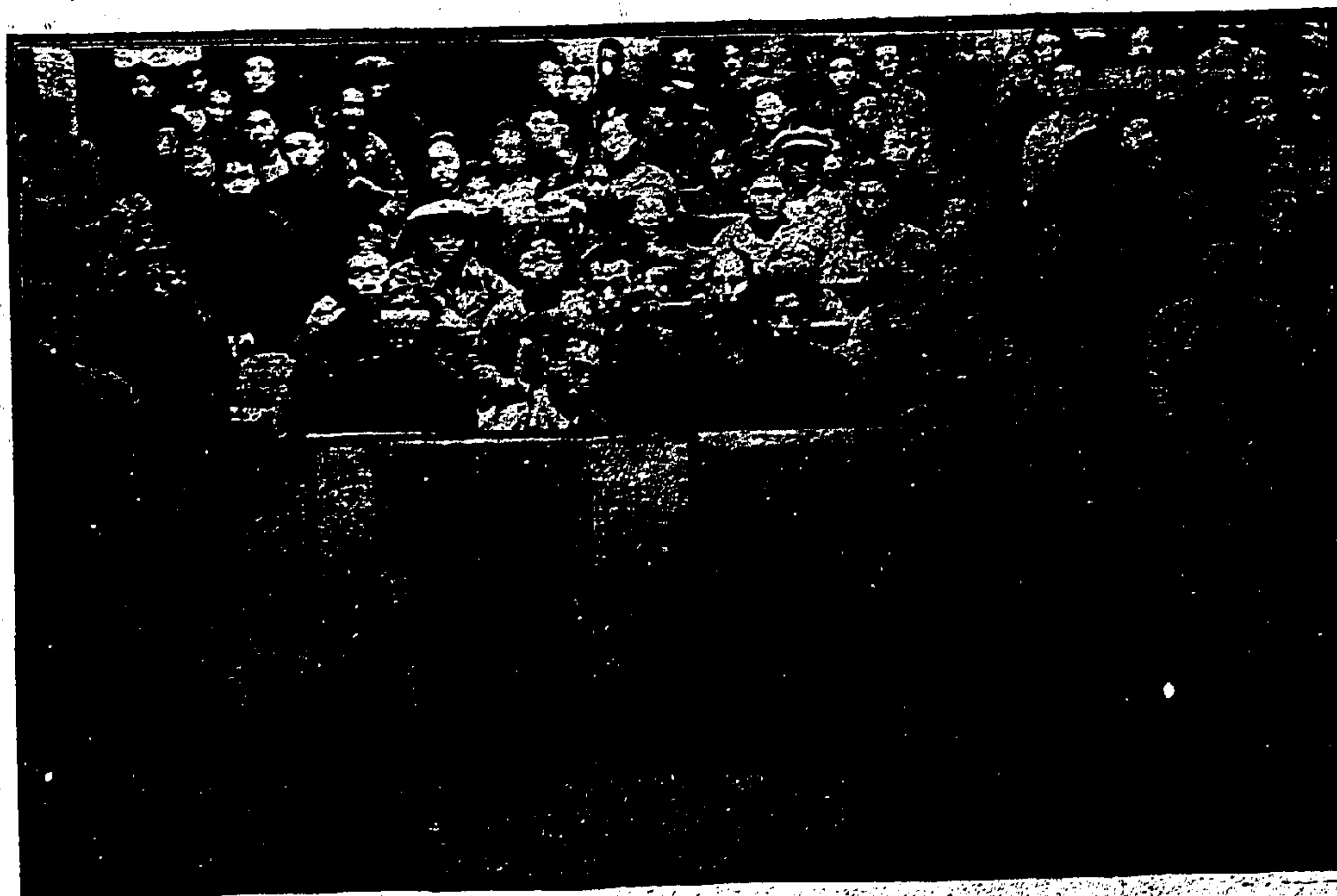
The interior of the Chapei silk mill which was destroyed by fire.



Mr. Ramsay Macdonald (extreme left), attended the recent Pilgrims dinner, an important annual function in London. Left to right those at the table are: Mr. Ramsay Macdonald, the Prince of Wales, the American Ambassador (Mr. Frank Kellogg), Lord Desborough and Sir Esme Howard.



First use of an improved "lie detector" by Los Angeles police quickly brought confession of murder from Bert T. Vernon, negro, suspected of killing Luther Wills. It was perfected by Leonard Keeler, 20, University of California student. In the picture Keeler is seen next to Vernon.



Last week in the premises of the Young Men's Lecturing Group, near the Small West Gate, Shanghai, a memorial service for M. Lenin was held under the auspices of the various local Chinese organizations. Over 300 persons, representing more than 30 public bodies, attended the service, which was presided over by Mr. Hu Han-ming. Speeches were made by members of leading unions. In the bottom picture will be seen the platform on which were exhibited memorial gifts from both public bodies and individuals, and in the picture above, are seen some of the followers of Lenin's "ideals."



Photo shows Crown Princess Nagako of Japan, taken after her recent marriage to the Prince Regent.

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THOSE "ATMOSPHERICS"

Often when you switch over to the second L. F. stage (using phones) the advantage in loudness is outweighed by the scratching and crackling. Everything may apparently be in order, and yet a surprising improvement may sometimes be made by placing a very high resistance across the secondary leads of the last stage. The experiment is easily tried.

Instability of dull emitters when used in the ordinary regenerative circuit can sometimes be overcome in the following simple way. A piece of ordinary electric light "flex" is untwisted for about two inches, so as to form two "legs" proceeding from the twisted part. The braid should preferably be removed, leaving only the rubber covering. This now forms a small condenser and if one "leg" be laid on the anode lead, and the other on the grid lead (care being taken that there is no direct contact) the capacity will sometimes be found to have the effect of keeping the valves steady. The capacity will depend upon the length of twisted flex which remains attached to the two legs. It will be noted that this is contrary to the rule that capacity around the anode circuit should be kept as low as possible.

RADIO NOTES AND NEWS.

Feat By A Schoolboy,

At 5 a.m. one day recently, C. W. Goyder, a schoolboy at Mill Hill School, near Hendon, ran to the school's wireless experimental station to test a set that had been finished the night before.

By 7 a.m. he had spoken—by Morse—to a friend at Maine University, a student at Harefield College, Pennsylvania and three United States and Canadian stations. No one has been more surprised by this feat (says the *Daily Mail*) than this 13-year-old boy himself.

The school wireless apparatus had been dismantled during building operations, and Goyder having finished reassembling the night before was anxious to see if the apparatus worked properly.

He ticked out his station signal in the darkness of the early morning, "SSX SSX SSX." Almost at once came a reply, "2BN" and he knew he was in touch with Montreal.

He exchanged greetings, and then, came the sequel, "IXAR, IXAR," an American station believed to have a special licence. But the whereabouts of which is not certain.

More greetings and then an insistent "JOT." This was Goyder's great achievement. He was in touch with Irving B. Smith, said his message, of Harefield College, near Pittsburgh. For the first time, probably, two schoolboys were talking over the 3500-mile width of the Atlantic.

Time was short, as the Post Office will not allow this station to transmit after 7 a.m. so the talk ended. "IBDT," a thrilling call for young Goyder. He had been corresponding with Mr. E. F. Handy, of Maine University, and knew that this was the university's signals. He now found himself speaking to his American friend and receiving replies by wireless.

which the compass needle is fixed in a horizontal position. The needle is thus at the centre of the coil, and the arrangement then constitutes a galvanometer. If an ordinary galvanometer can be borrowed from a friend for a short time, the two can be placed in series with one another, and with a rheostat and various currents passed through. The positions of the needle on the home-made instrument can then be marked according to the readings given on the standard instrument. This is called "calibrating" the instrument. An instrument of this kind is also very useful for determining polarity.

A POLARITY INDICATOR.

Talking about polarity indicators, one is frequently asked how a simple one of these can be made. Well, a simple method is to take a short length of glass tubing, say 5 in. long and about 1 in. in diameter (the exact size is not important, however), and obtain a tight-fitting cork for each end, a short brass screw being inserted through each cork, with a binding screw on the outside.

A small nut may be placed on the inner end of each screw-rod, so as to make a tighter fit in the cork. The tube should be filled nearly, but not quite, with a solution of phenol-phthalein (which can be obtained from the chemist). When the poles of a battery are connected to the terminals of the tube, a red spot will be noticed in the liquid in the region of the negative terminal. After use the tube should be shaken up, when the red colouration will disappear, and the tube is ready for use again.

POPULARITY OF RADIO.

What more proof does one want than this, of the popularity of radio in America alone? The acts were presented recently by

HEARTBEAT OF MOTH HEARD.

A microphone so sensitive that it can transmit the faintest sounds to the human ear is the invention of Dr. Phillips Thomas, research engineer of a large electrical concern. Dr. Thomas is shown here listening to the heartbeats of a moth through the new microphone.



As time passed his enthusiasm grew, and without any intention of breaking the law he carried on his two-way communication for about an hour—for more than twice the time the Post Office allows him to send a message.

There followed quick messages to and from "IBQ," thought to be a Mr. Greg, of Nova Scotia, and then Goyder dashed back into the school to break the news. He had previously had two-way communication with the United States, but not to such an extent nor with the same receiving set.

Goyder, who is a science enthusiast, is the operator of the school wireless society. His apparatus for this feat consisted of a 250-watt one-valve transmitter and a two-valve—one a detector and the other a low-frequency amplifier-receiver.

A USEFUL GALVANOMETER.

There are many purposes for which a simple form of galvanometer or amperemeter comes in useful to the experimenter. The more elaborate forms of instrument are usually expensive, and in many cases are unnecessarily accurate for general work.

A simple galvanometer can be made with an ordinary compass needle (the kind which is mounted inside a small glass-covered circular metal box), and a cardboard tube about 3½ in. in diameter and about 1 in. long. The cardboard tube should be wound with about four layers of No. 30 S.W.G. wire (the exact size of wire is not important, however, nor is the number of turns or layers), and should be mounted in a vertical place, by attaching to a suitable baseboard.

Across the horizontal diameter of the tube should be placed a strip of wood, at the centre of

Mr. Pierre Boucheron, member of a large radio corporation.

They summarize: 563 licensed broadcasting stations in the United States; 3,000,000 radio receiving sets; 10,000,000 listeners; 250,000 persons connected with the industry; 3000 manufacturers of radio supplies; 25,000 retail dealers; 1000 newspapers which carry radio news; 3000 weeklies with radio sections; 30 radio periodicals; 50 magazines carrying radio sections; 250 books on radio; seven radio trade papers; and Gold \$175,000, estimated expenditure by the American public during 1923 for radio material.

ON "CAT-WHISKERS."

A Cat-whisker makes only one contact. It is often recommended to use iron or brass filings in contact with the crystal, so that there shall be a large number of contacts. This, however, although effective enough, has the disadvantage that the crystal must be in a horizontal cup, or else some form of tube must surround it. A method which has the advantages of the filings without their disadvantages consists of a small bunch of steel-wool instead of cat-whisker (bundles of this material are to be had in ironmongers' shops, and are used for cleaning pans). Properly arranged, this gives excellent results.

There is a great variety of "cat-whiskers," and probably every amateur has his own particular fancy. Here is an idea of a cat-whisker made from a piece of tinfoil, the latter being cut in a serrated manner by means of a pair of scissors. The tinfoil is then coiled around the stem of the holder, and secured by means of a piece of twisted wire, or in any other suitable way, and it makes contact with the crystal at a number of points.

SYNCHRONOME ELECTRIC CLOCKS.

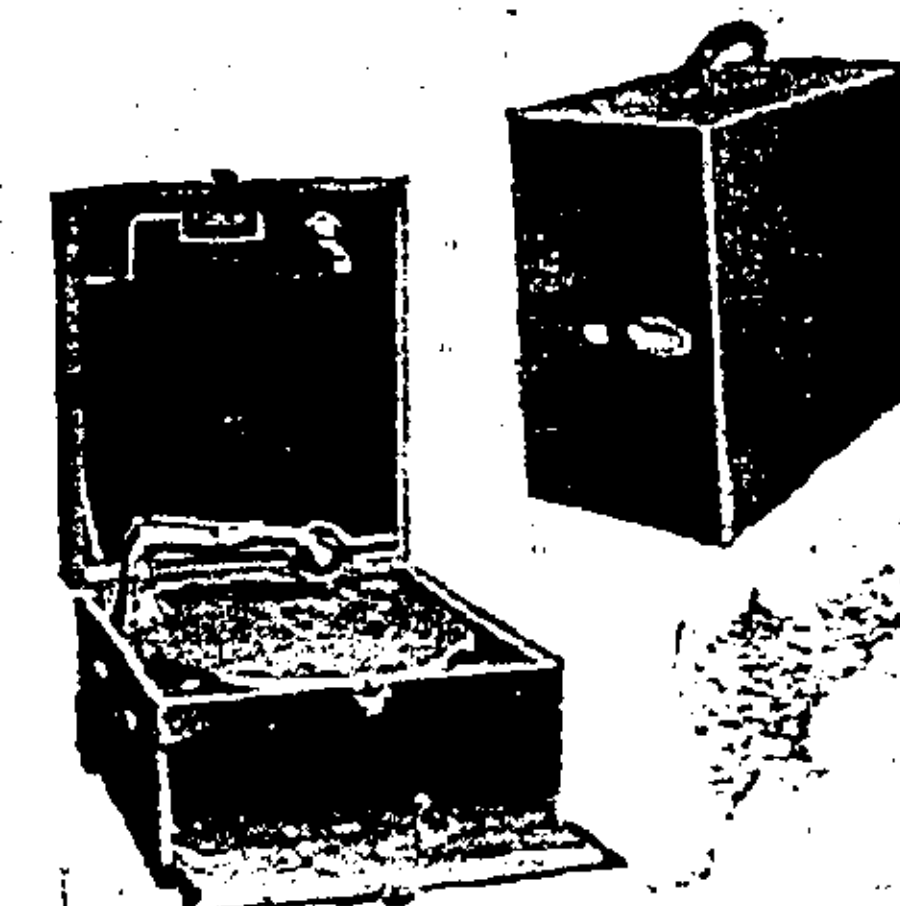
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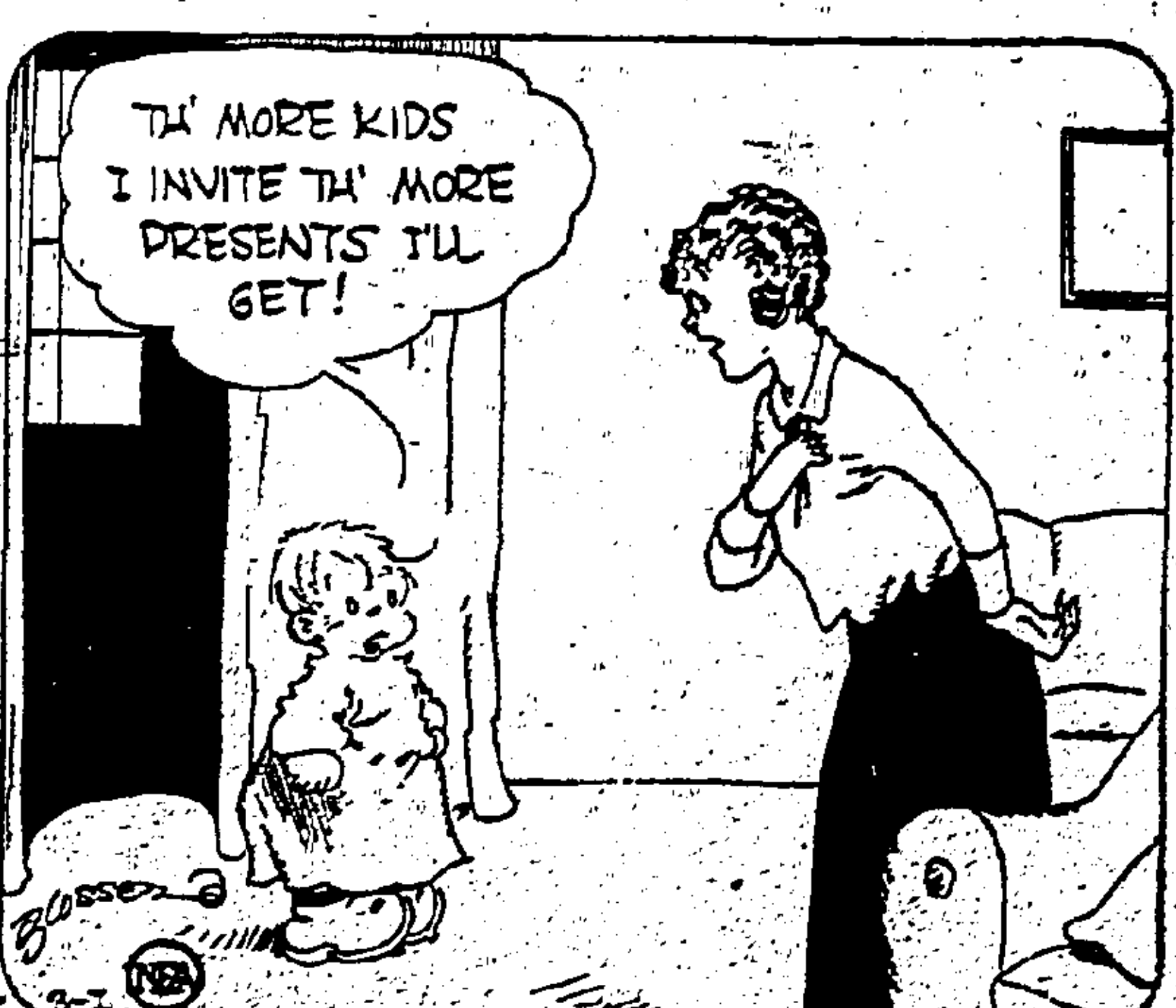
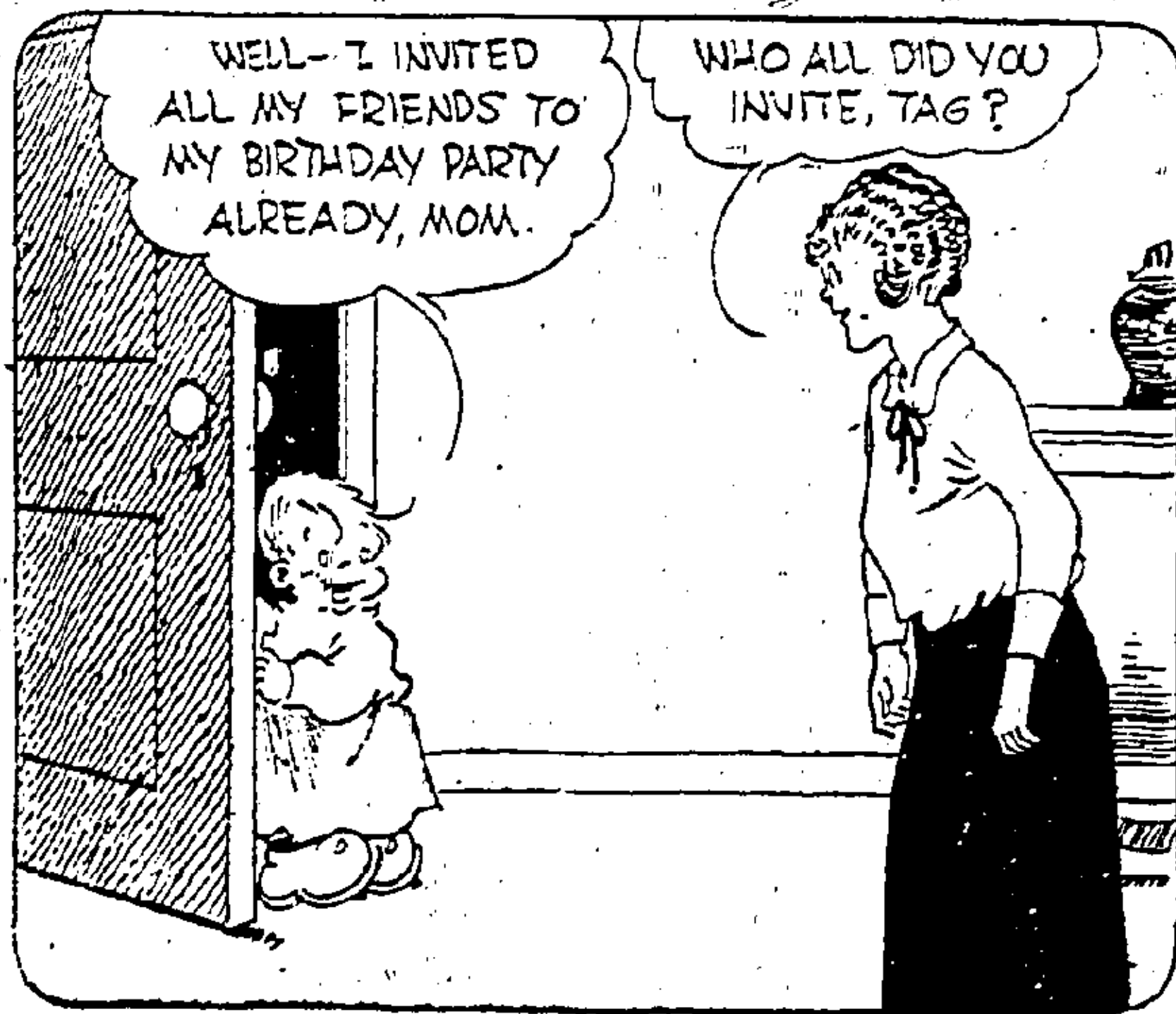
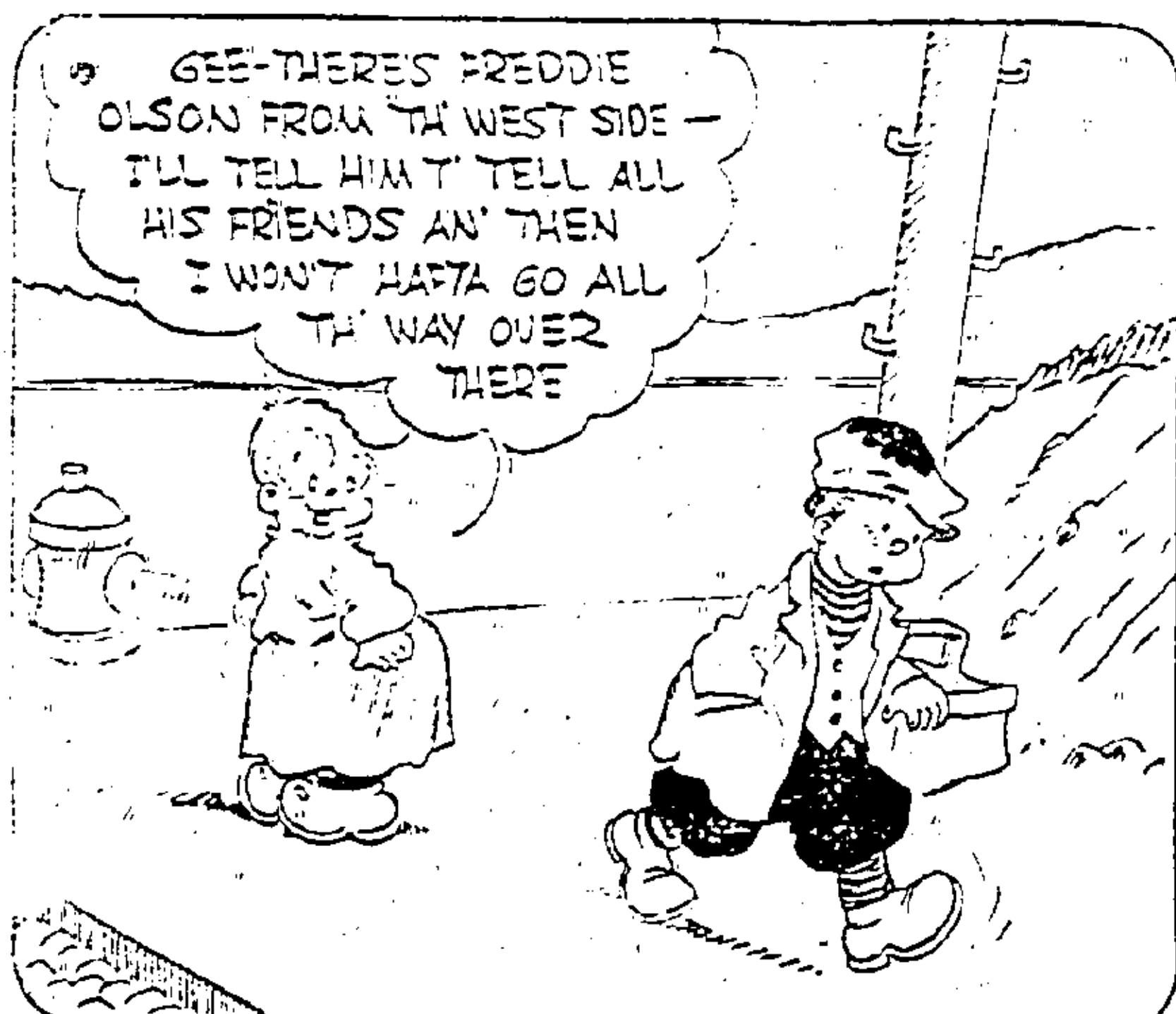
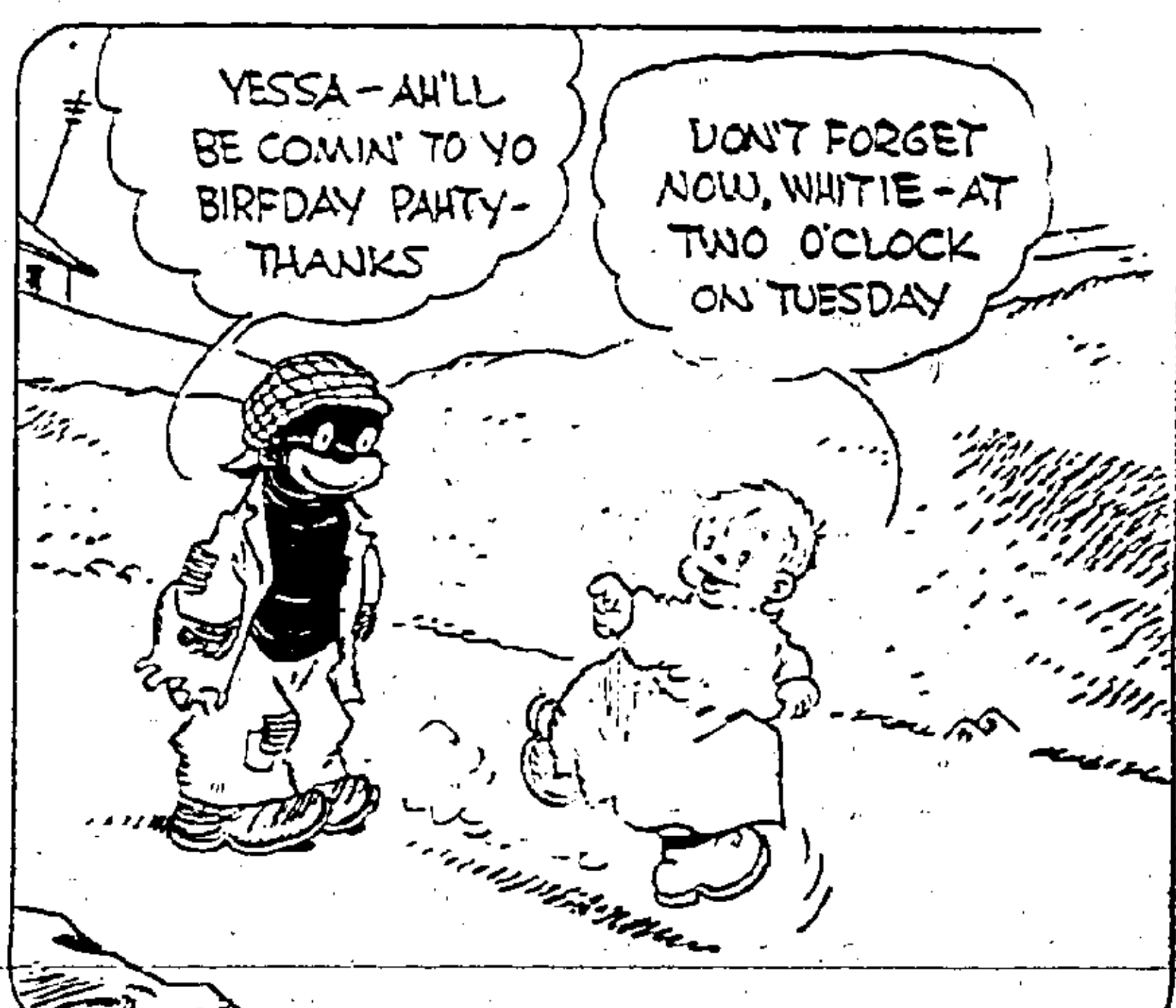
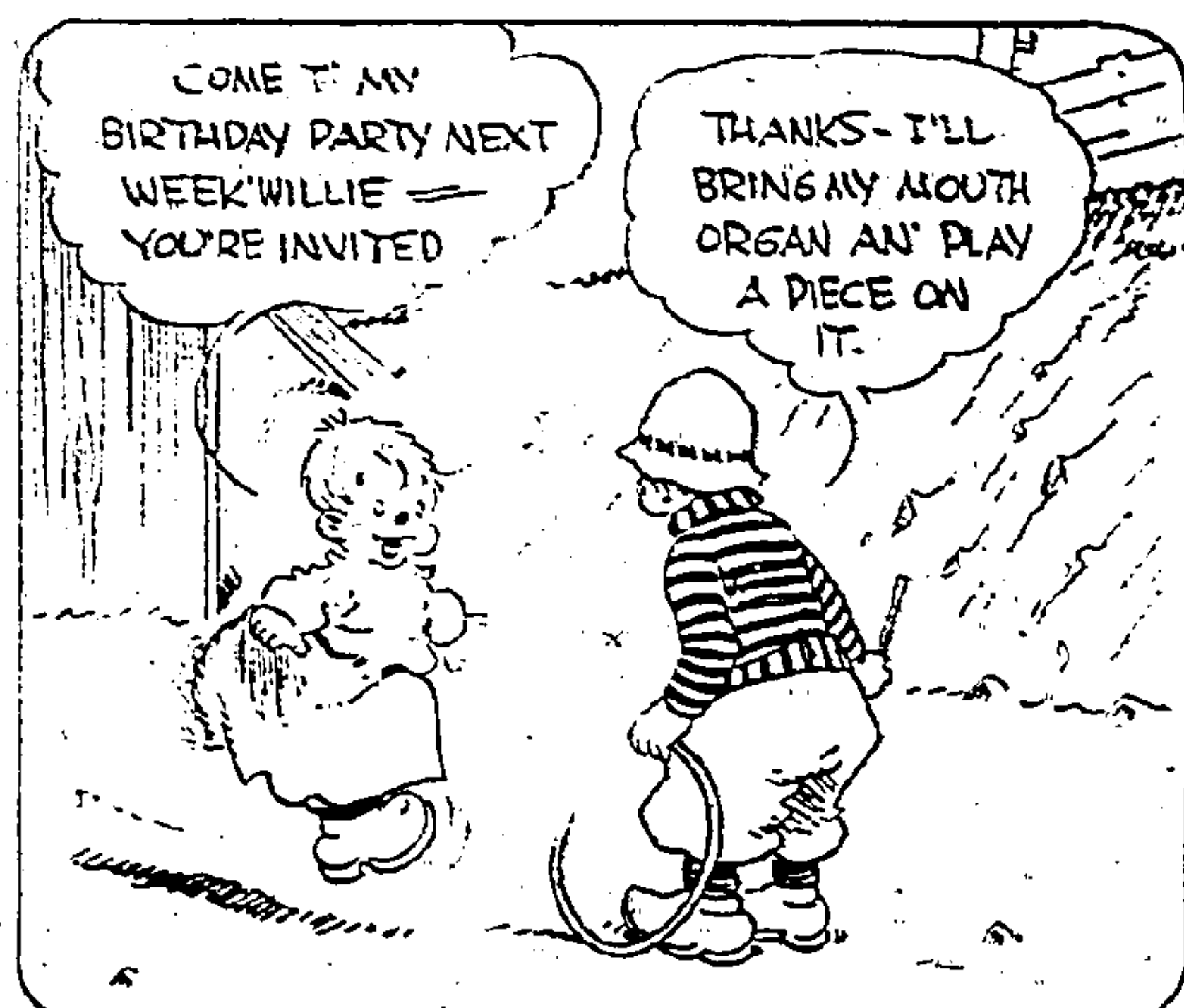
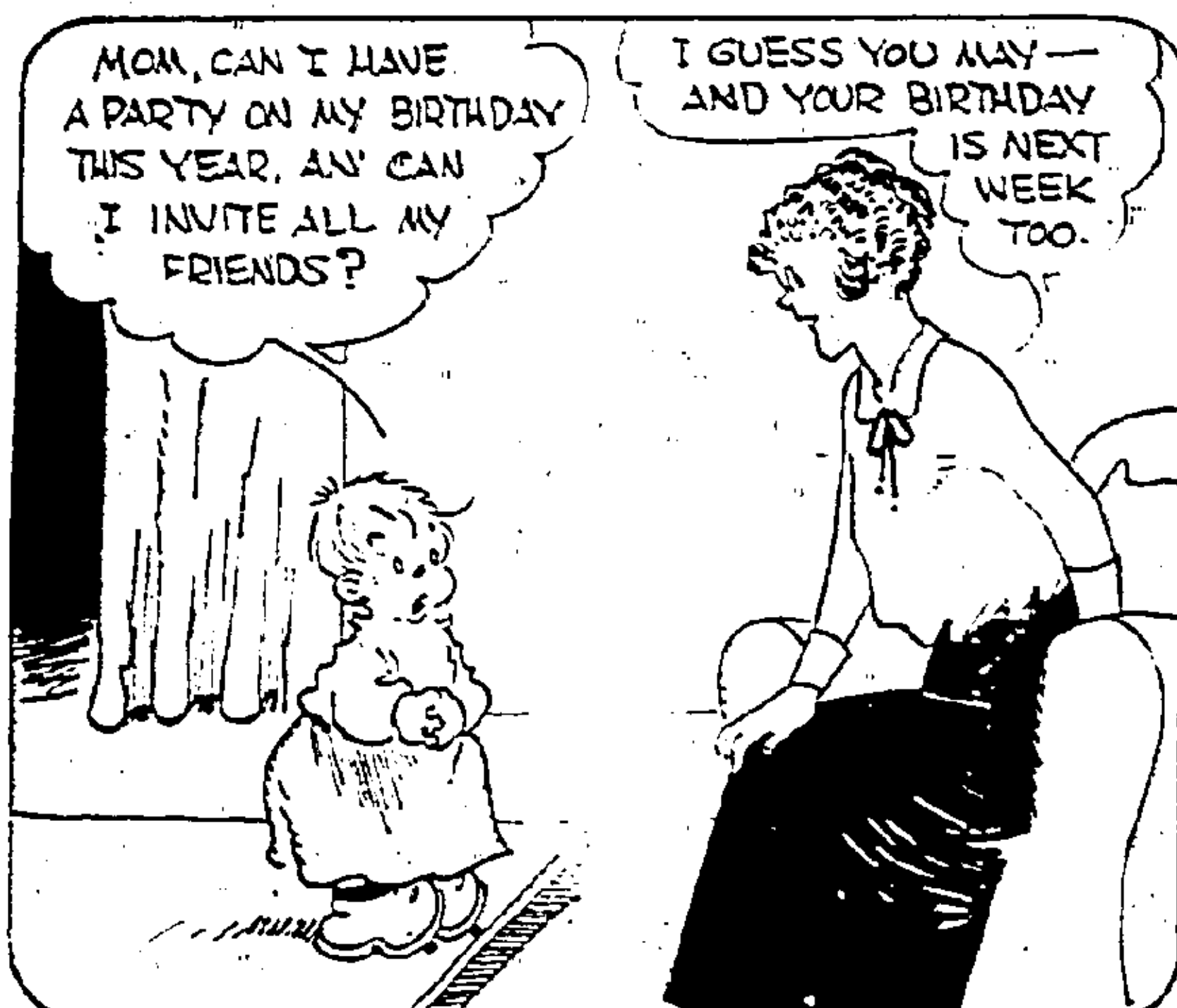
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PERIM	7,648	28th Mar.	Singapore & Bombay
JEYPORE	5,318	3rd Apr.	S'pore, Pang, C'bo & B'bay
KHYBER	9,014	5th Apr.	M'les, London & Antwerp
LAHORE	5,352	11th Apr.	Singapore & Bombay
PADUA	5,907	12th Apr.	S'pore, Penang & Bombay
NELLORE	6,853	17th Apr.	M'les, London & Antwerp
CHINA	7,952	19th Apr.	M'les, London & Antwerp
SOU'DAN	6,696	25th Apr.	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	3rd May	M'les, London & Antwerp
PLASSY	7,426	17th May	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,305	5th Apr.	S'pore, Penang & Calcutta
TALMA	10,000	14th Apr.	S'pore, Penang & Calcutta
JAPAN	6,052	24th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	2nd Apr.	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	30th Apr.	Townsville, B'bane, Sydney
EASTERN	4,000	28th May	and Melbourne.

Proposed connection from Australia with the following:
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JAPAN	6,052	29th Mar.	Moji & Kobe
KASHMIR	8,963	4th Apr.	Shanghai, Moji & Kobe
SOU'DAN	6,696	4th Apr.	Shanghai
ST. ALBANS	4,500	5th Apr.	Moji & Kobe
GOGRA	5,181	7th Apr.	Moji & Kobe
PLASSY	7,426	18th Apr.	Shanghai, Moji & Kobe

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GLENHARRY	17th Apr.	London, Rotterdam & H'burg	
GLENAMOY	4th May.	GLENUGLE	22nd Apr.
GLENAPP	15th May.	Genoa, L'don, R'dam & H'burg	

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PORTHOS	—	30th Mar.	30th Mar.
AMAZONE	—	13th Apr.	13th Apr.
ANGKOR	—	27th Apr.	27th Apr.
CHAMBERD	6th Mar.	7th Apr.	11th May.
PAUL LEGAT	20th Mar.	21st Apr.	18th May.
ANDRE LEBON	20th Mar.	25th Apr.	25th May.

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Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

ARRIVALS FROM EUROPE:

S.S. OOSTERK	due Hongkong on the	10th Apr.
S.S. OUDERK	"	6th May
S.S. OLDEKERK	"	3rd June

SAILINGS TO EUROPE:

Steamers	For	Sailing on or about
WAPIA	A'dam, R'dam, Hamburg, Bremen	8th Apr.
ALDERAMIN	A'dam, R'dam, Hamburg, Bremen	8th May
OOSTERK	A'dam, R'dam, Hamburg, Bremen	B. of June.

For full particulars please apply to

CHINA JAPAN JAPAN LIJN

General Agents. York Building.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

KAGA MARU	Thursday, 3rd Apr. at 11 a.m.
IYO MARU	Thursday, 17th Apr. at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, etc.	
KITANO MARU	Wednesday, 26th Mar. at 11 a.m.
HARUNA MARU	Wednesday, 9th Apr. at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.	

LIVERPOOL via MARSEILLES & VALENCIA

SYDNEY & MELBOURNE via Manila, etc.

YOSHINO MARU ... Wednesday, 16th Apr. at 11 a.m.

AKI MARU ... Wednesday, 14th May at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Tuesday, 8th Apr.

TOBA MARU ... Sunday, 4th May.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Tuesday, 8th May.

BOMBAY via Singapore & Colombo.

GENOA MARU ... Thursday, 27th Mar.

SADO MARU ... Thursday, 10th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

AWA MARU ... Monday, 31st Mar.

NAGANO MARU ... Friday, 4th Apr.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 11th Apr.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU (Moji, Kobe & Y'hama) Thursday, 27th Mar.

ATSUTA MARU ... Thursday, 10th Apr.

KASHIMA MARU ... Tuesday, 22nd Apr.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. TAMAWOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACE CASTLE" Sailing on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NUMIDIA"	Sails about 1st April.
S.S. "FIUME-L"	Sails about 3rd April.
S.S. "AUSSA"	Sails about 1st May.
S.S. "DUCHESSA D'AOSTA"	Sails about 3rd May.
S.S. "SILVIO PELLICO"	Sails about 1st June.
S.S. "NIPPON"	Sails about 3rd June.
S.S. "ROSANDRA"	Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	Sails about 7th April.
S.S. "NUMIDIA"	Sails about 3rd May.
S.S. "FIUME-L"	Sails about 6th May.
S.S. "AUSSA"	Sails about 4th June.
S.S. "DUCHESSA D'AOSTA"	Sails about 7th June.
S.S. "SILVIO PELLICO"	Sails about 4th July.
S.S. "NIPPON"	Sails about 8th July.
S.S. "ROSANDRA"	Sails about 7th Aug.

Cargoes only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing from Calcutta on or about 13th Mar.

Regular Passenger and Cargo Service to South African Ports

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

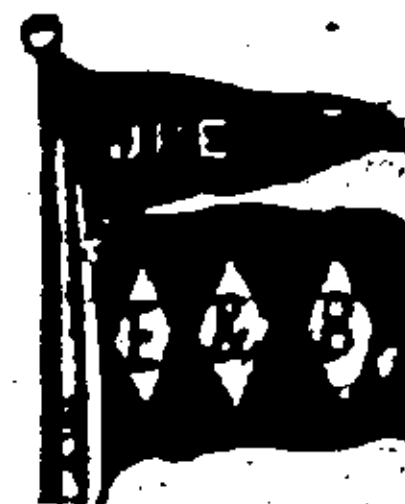
DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

City of York	29th Mar.	M'les, London, Dunkirk & R'dam.
City of Cairo	18th Apr.	M'les, London, R'dam & Hamburg.

PASSENGER SERVICE.

City of York	29th Mar.	Marseilles, London, etc.
City of Cairo	18th Apr.	do.

FARES TO LONDON.

Single 1st Class	A £92. B £84.	2nd Class A £62. B £56.
Return 1st Class	A £161. B £147.	2nd Class A £108. B £98.

Cargo Steamers Saloon Passage £62.

For further particulars apply to—

HOLYOAK MASSEY & CO. LTD.

CANTON.

THE BANK LINE, LTD.

Tel. Central 750.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
SHANGHAI via Swatow Tatsien	Thurs.	27th Mar. at 7 a.m.
SHANGHAI via Swatow Loksang	Fri.	33th Mar. at 7 a.m.
TIENTSIN	Sat.	29th Mar. at noon.
MANILA via Amoy	Sat.	29th Mar. at 11 a.m.
SHANGHAI via Swatow Yatshing	Sun.	30th Mar. at 7 a.m.
HAIPHONG via Hoihow Leesang	Sun.	30th Mar. at 10 a.m.
BANGKOK via Swatow Hopsang	Tues.	1st Apr. at 10 a.m.
STRAITS & Calcutta	Tues.	1st Apr. at 3 p.m.
TTAO via S'tow & S'hai Wosang	Wed.	2nd Apr. at 7 a.m.
SANDAKAN	Wed.	2nd Apr. at 1 p.m.
SHANGHAI via Swatow Pausang	Fri.	4th Apr. at 7 a.m.
KOBE via Shanghai	Wed.	9th Apr. at 7 a.m.
KOBE via Moji	Fri.	18th Apr. at noon.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Tuesday, 1st April at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching...	A. H. Stewart	TUES. 25th Mar. at 1 p.m.
Haifong...	W. C. Passmore	FRI. 23rd Mar. at 1 p.m.
Haifong...	Ellis Walker	TUES. 1st Apr. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 27th March.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths English Cuisine, doctor carried, wireless telegraph

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—JAVA CHINA JAPAN LIJN.

Telephone Central No. 1574. York Building, Charter Road.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'les, S'kan, Thurs. Is & A'ian Ports.
KUT	5th April.	8th April.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

CONSIGNEES.



The Steamship

"PRES. MCKINLEY"

having arrived from Seattle, via ports, on 18th March 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 24th March 1924 by the Company's Surveyors Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 25th March 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road.

Hongkong, 19th. March 1924.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "ANGKOR"

Consignees of Cargo from Marseilles, etc.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 31st. inst. 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th. April 1924, or they will not be recognised.

All damaged packages will be examined on Saturday the 29th. instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,

Att'ny Agent

Hongkong, 25th. March. 1

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS, LIMITED.

In association with the Grand Hotel,
Des Wagons Lits, Ltd., Peking.

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THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.
Tel. K.508 and K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

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ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

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DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY AND SATURDAY,
TEA DANCES
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING.		30 d/s. San Francisco and New York	
T/T Hongkong	2 1/2	Yokohama	51 1/2
Demand Hongkong	2 1/2	4 m/s. Manila	Nom.
60 d/s. Hongkong	2 1/2	4 m/s. Singapore	10 1/2
T/T Shanghai	2 1/2	6 m/s. London	17 1/2
Demand Shanghai	2 1/2	Demand, Japan	50 1/2
60 d/s. Shanghai	2 1/2	Demand, New York	50 1/2
T/T Bombay	Nom.	T/T Bombay	Nom.
Demand Bombay	10 1/2	Demand, Bombay	10 1/2
60 d/s. Bombay	10 1/2	T/T Calcutta	10 1/2
T/T Japan	10 1/2	T/T Calcutta	10 1/2
Demand Japan	10 1/2	T/T Calcutta	10 1/2
60 d/s. Japan	10 1/2	On Yokohama	12 1/2
T/T India	15 1/2	Demand, Manila	10 1/2
Demand India	15 1/2	Demand, Singapore	10 1/2
60 d/s. India	15 1/2	Demand, Batavia	10 1/2
T/T San Francisco and New York	50 1/2	On Saigon	Nom.
Demand San Francisco and New York	50 1/2	On Bangkok	7 1/2
60 d/s. San Francisco and New York	50 1/2	Sovereign	8 1/2
T/T Java	10 1/2	Bar least per Teal	50 1/2
Demand Java	10 1/2	Bar Silver, ready	33 1/2
60 d/s. Java	10 1/2	On Seward	33 1/2
T/T Manila	Nom.	- Bank of England rates	5 1/2
Demand Manila	2 1/2	New York/London	4 1/2
60 d/s. Manila	2 1/2		
BUYING.			
4 m/s. L/O	2 1/2		
4 m/s. D/F	2 1/2		
1 m/s. L/G	2 1/2		
30 d/s. Sydney and Melbourne	2 1/2		